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R.C.A.F. Sunderland Locates Survivors

LONG SEARCH FINDS LIFEBOAT IN OCEAN

P/O Norman Martin Was the Navigator Whose Skill Was Responsible For Success of Operation

GREATEST EFFORT OF COASTAL COMMAND

ALTHOUGH most of their trips are dull "stooges" of 10 or 12 hours searching for submarines or protecting convoys, crews of Sunderlands of Coastal Command have their moments that they would not trade for all the excitement of Bomber and Fighter Commands. Air Ministry told over the week-end of one of these moments—the rescue of 73 survivors of a torpedoed freighter who had been picked up after drifting for five days and more in the open Atlantic, 500 miles from the coast of Ireland. Every lifeboat from that torpedoed freighter was located by searching aircraft of Coastal Command. It was described as their greatest effort.

In this rescue, "F for Freddie," a Sunderland from an R.C.A.F. squadron had a major part. It located one of the lifeboats carrying 25 of the survivors. At least one of these 25 was a woman.

At First Sight

The crew of "F for Freddie" reported to the operations room on a dark night—just a short time before dawn. Control wanted them out over the ocean soon after first light so that a complete search could be carried out and sufficient time remain to get back to base.

On the big chart on the wall was marked the approximate location in which "F for Freddie" might expect to locate survivors. It was a mere pinpoint and the job called for perfect navigation. "F for Freddie" had a navigator with the required qualifications. He was P/O Norman Martin, of Winnipeg, whom his friends call "John L. Lewis" because of his heavy eyebrows and square-cut face. The skipper was F/L Stan Boggett, D.F.C., a New Zealander. The crew also included Sgt. Chester B. Steeves, of Elgin, N.B.; Sgt. Mike Shandro, of Calgary; Sgt. D. M. "Doc" Proudlock, of Calgary; F/S G. K. "Mush" Higgins, of London, Ont., now repatriated after 30 months overseas; and P/O Jack Finlay, a cousin of the famous lighter pilot.

The search started just after dawn. The lifeboat was there after was not in the area we ex-

pected," said P/O Martin, "but we widened our search." Time passed, and as dusk neared it looked as if the search had failed. Then, off in the distance somebody saw something. The skipper set course for it. Soon they saw it was the lifeboat. The sails were red. The Sunderland flew lower and the crew could see that it was packed with people.

The Sunderland dropped to about 50 feet and the first thing it did was to drop a Thornaby bag, containing food. Even grapefruit juice is included in these bags—everything necessary to sustain life and to provide food for those who have been days without it.

"Those people were sure happy to see us," Martin continued. They stood up in the boat and cheered. I guess they thought we were going to land and take them aboard. That would have been nice, but we couldn't do it. So we did the next best thing—we radioed a searching destroyer, and gave them the position.

Dropped Flares

Then the Sunderland circled and dropped flares. Along about 9.30 the Navy showed up and the Sunderland, after five hours of searching, was free to set course for base. It was in the nick of time because the big flying boat was rapidly reaching the limit of its endurance.

The crew had the satisfaction of receiving the following (Continued on page 4, col. 6.)



It was the second anniversary of S/L D. G. "Bud" Malloy's R.C.A.F. fighter squadron. And did they celebrate! Good food, good fun and good fellows—all—everything was in keeping with the record of a first-rate fighter outfit. (Official R.C.A.F. Photograph.)

CANADIANS PARTICIPATE IN N. AFRICA STRUGGLE

PUBLIC RELATIONS OFFICER IN AFRICA

First R.C.A.F. Public Relations Officer for the North African war front has arrived by air, it was announced this week by R.C.A.F. Overseas Headquarters. He is P/O John P. Clare, well-known Toronto newspaperman prior to his entry into the Air Force.

Clare, whose home is in Regina, was a member of the staff of the *Globe and Mail*, and later of the *Toronto Star*. He was commissioned in the R.C.A.F. in November, 1941, and came overseas in May of this year. He has since served as Public Relations Officer on both Bomber and Fighter Stations in this country.

Many Engaged in Ferrying Fighter Planes Up To Battle Area

Canadian fliers are playing an active and important part in the great Battle of North Africa and the struggle for control of the Mediterranean. Many of them are engaged in ferrying fighter aircraft to the forward battle area. There are no R.C.A.F. squadrons operating from this base, but there are many Canadians attached to R.A.F. units.

These pilots come from operational fighter squadrons, most of them from R.C.A.F. units well known for their splendid work in the war over Europe during the past two years. P/O John Willis, of St. John, N.B., was with the first R.A.F. squadron which helped to part French North Africa. His squadron helped to repel enemy air attacks on the harbour at Algiers and accounted for several of the raiders. A neighbour of his, F/L John H. Long, of St. John, is also taking part in this struggle.

P/O "Hap" Kennedy, of Cumberland, Ont., is also engaged in ferrying aircraft up to the front line. Recently he, too, ran into an old pal, his former schoolmate, P/O John Stock, of Ottawa.

Another Canadian there is F/O L. A. "Stew" Stewart, of Fairy Hill, Sask., who recently arrived after serving in Great Britain with a squadron formerly commanded by W/C "Knobby" Fee, D.F.C.

Other Canadians in this area are: F/O G. L. Lynes, of Montreal; P/O J. Woodhill, of Halifax; P/O Bob Taggart, of Toronto; F/S Jack Lawrence, of Toronto; F/S C. J. Carmody, of Schreiber, Ont.; F/S A. J. McLaren, of Kenogami, Que.; and Sgt. Stan Glover, of Wallaceburg, Ont.

The thrill of buying oranges, "bags of 'em," at almost the proverbial dime a dozen is wearing off, but the warm sun is a lasting pleasure.

The French language is providing some difficulties and a "great deal of amusement for the French and Canadians alike. Courteous and friendly French are making the task easier. It must be remembered that the battle lines of North Africa have been swung far and fast and communication is still a "great problem. However, an R.C.A.F. Public Relations Officer will shortly leave for the front to seek out Canadian airmen there and tell their story.

CONGRATULATIONS TO U.S. AIR FORCE

Air Vice-Marshal W. A. Curtis, Deputy Air Officer Commanding in Chief, R.C.A.F. Overseas, directed the following message to General Arnold, Chief of the United States Army Air Corps, on the first anniversary of the United States entry into the war:

"The R.C.A.F. overseas extends to all ranks heartfelt congratulations on the outstanding success which the United States Army Air Corps has had in its first year's battle with the enemy."

The following reply has now been received from Rear Admiral McCain, Head of the United States Navy Air Forces:

"Please convey to the R.C.A.F. overseas my thanks for their congratulations and good wishes. I join with you all in determination to beat the Japanese and the Germans as well."

FERRY CREWS MADE ROUGH OCEAN FLIP

Crews of Catalinas Were Twenty-four Hours In the Air CAUGHT IN STORM

After a 24-hour battle with storms over the Atlantic, pilots of Ferry Command of the I.A.F. set down four Catalina flying boats at bases in Britain over the week-end. The trip, said one skipper, a veteran of Ferry Command who has 37 trips to his credit, was the worst he had ever experienced. At times the Catalina was tossed about like a feather in a gale. At one stage it was practically over on its back. One of the crews left everything movable in order that their fast-falling fuel might carry them to an emergency landing at a base in Northern Ireland.

Canadians, graduates of the British Commonwealth Air Training Plan, were liberally scattered among the crew members. One of the Catalinas carried three Canadians, viz., P/O Malcolm Resnick, of Montreal, navigator; P/O Art Manwaring, of Toronto, wireless operator; and Peter Nataros, of Smooth Rock Falls, Ont., civilian wireless operator.

Aircraft buffeted So badly was their aircraft buffeted about that when it landed in Northern Ireland the metal covering had started to strip off the tailplane and ice formed to "pulverise" the metal of the propeller hub and the engine ring. A few hours after the departure the storm had lessened and rendered "George," the automatic pilot, unserviceable, and for 17 hours the pilot had to fly manually, every minute that 17 hours a physical and mental strain.

"The meteorological reports when we left indicated a fair crossing," Resnick, the navigator, said, "but when we were a few hundred miles out to sea the unpredictable happened. We began to bounce about unmercifully."

The pilot was unable to fly around the storm, and to add to their difficulties, they found, on landing, that the compass was 15 degrees out. "About 1,500 miles out we really hit it," Manwaring said. "Something struck the kite then, and for the next minute or so what happened was almost unbelievable. The skipper says we went up 500 feet and down 600 almost simultaneously. We (Continued on page 4, col. 3.)

MANY CANADIANS ARE MAKING ATLANTIC HOP

McIntyre Navigator on Record Over-Water Flight

The eastern terminus of R.A.F. Ferry Command, in what was formerly open fields, separating two quiet Scottish villages, is witnessing the arrival of hundreds of Canadian air crew. Most of these R.C.A.F. men are part of the ocean-trip crews of the aircraft they will later fly against the enemy. Others are regular members of Ferry Command, whose job it is to make regular crossings to deliver new planes. Liberators, Marauders, Flying Fortresses, Amphibian Catalinas, Bostons, and Lockheeders are just a few types that the Canucks are helping to deliver.

Typical of the lads who are crossing the Atlantic is 19-year-old P/O Douglas McIntyre, of Montreal, believed to be the youngest observer making regular Atlantic flights. He has made three and has just completed a crossing from Bermuda in a Catalina, the longest non-stop over water flight in the world, over 3,000 miles. Most of the navigators on these flights are 22, 23, and 24 years old. The captains of the craft are all

veteran civilian pilots with at least 750 flying hours before joining Ferry Command.

Sgt. Joseph H. "Grig" Morden, of Bowmanville, Ont., an office clerk before enlisting, was navigator of a crew ferrying a Catalina. With Morden was F/S Charles S. Hunter, of Detroit, who made his first Atlantic crossing September last. Hunter recalled that he was given an opportunity of re-mustering into the United States Army Air Forces. Other Canadian members of the crew were F/S Wilfred "Bill" Lock, of Montreal, wireless air-gunner, and F/S Bill Smith, also of Montreal.

A Canadian crew had brought a plane in from an operational station for repair at the great hangars of the Ferry Command terminal. In this crew were Sgt. Howard Harton, of London, Ont., wireless operator, Sgt. Alfred Henry, of Victoria, also a wireless operator, F/O George Laforme, of Revelstoke, B.C., navigator, and F/O Ernest "Wally" Allen, of St. George's, Ont., pilot.

Part of a Liberator crew, just arrived at the terminal, included Sgt. H. Kyle, of Winnipeg. This was Bill's fifth crossing. With Kyle was Sgt. Herbert D. Davey, of Holland Landing, near Toronto, a radio expert who was flown over for a special job.

HOCKEY GIVES WAY TO OPS.

These raids to Axis cities have been interfering with F/S L. T. Berrigan's hockey team. On three nights out of four last week he was on operations. In between times he tries to organise a hockey team on the R.A.F. Lancaster bomber station where he is located.

He went to Turin two nights in a row. From his mid upper turret he saw fires burning from the previous night and saw many new ones started. One of the latter appeared to be a big block of factories.

Berrigan is from Charlottetown, P.E.I. Sgt. Ken Read, a wireless operator from Saskatoon, has had the aircraft in which he flies shot up on two successive nights by enemy flak.

F/S Bob Cran, of Saskatoon, found the anti-aircraft fire a bit more accurate than in other journeys over Turin.

P/O Ken Smith, a navigator, also has four trips to his credit. He comes from Nanton, Alta. Two other Canadians in the same crew, Sgt. Bob Moore and Sgt. Bob Dickie, are both from Duncan, B.C.

Sgt. Gordon Hubbard, of Chilliwack, B.C., was a logger back home and still thinks the forest fires he has seen were bigger than the fires at Turin, even if not so concentrated.

WOUNDED AIR GUNNER BATTLES TWO JU 88's

F/S Soderquist Gets D.F.M. And so do F/S's Egri And Hamilton

One Ju. 88 brought down and another damaged by a R.C.A.F. air-gunner, who had a bullet hole through his right arm, is the story behind the award of the D.F.M. to F/S Delbert Soderquist, who came from Minot State Teachers' College in South Dakota to enlist.

Recently his Sterling squadron joined a raid on Genoa. The target was found and the bomb load dropped. On the return trip the bomber was attacked over France by two Ju. 88's. The rear gun turret was made useless.

"I was in the mid-upper gun turret when a bullet got into my right arm," Soderquist reported. The bullet came in at the wrist and out above the elbow.

Fire never ceased from the mid-upper turret despite his wound. Soon one of the Junkers crashed, and the other, injured and discouraged, lipped

away from the big bomber, which returned with little damage apart from the rear turret.

Soderquist, whose home town is Underwood, North Dakota, is grounded just now, working in the control tower till every trace of impairment is gone from the wounded arm.

Since coming to Britain in October, 1941, he has made 27 operational trips.

Two other flight sergeants have been awarded the D.F.M. this week.

One of them, F/S Frank Hamilton, Mazonod, Sask., was flying in a recent sortie to Genoa when an engine in his aircraft ceased to work. Although the aircraft was losing height, Hamilton, who was captain of his crew, flew on and released his bombs over the target. Returning, he had to manoeuvre his bomber through various passes in the Alps, flying at less than 6,000 feet.

The other D.F.M. winner, F/S William Egri, Abbotsford, B.C., "was rear gunner of a heavy bomber which was attacked by two Ju. 88's," says the Air (Continued on page 2, col. 3.)

WINGS ABROAD

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EDITORIAL

R.C.A.F. EDUCATION

ON the 15th of July the Educational Branch, Overseas, began to function after an exploratory period during which a survey of requirements was made. The channels of communication, administration and supply are now established and the system is speeding up. Five R.C.A.F. Educational Officers have recently been posted to stations where two or more Canadian squadrons are located. All have had considerable Overseas experience on the squadrons and are familiar with the educational problems. Nineteen other potential Education Officers are under instruction at Overseas Headquarters. In a short time there will be an Educational Officer with each Overseas squadron. These officers are to administer primarily to the needs of Canadian airmen on their stations, but R.A.F. personnel attached to Canadian squadrons are to have equal privileges.

Each officer, on posting, is supplied with a reference library containing the best technical books obtainable. This library is open to all who are interested in improving their technical knowledge in order to re-classify or who wish to read technical subjects merely as a hobby.

The demand for instruction is heavy and covers the entire field of education. It has been impossible in some courses to supply tutors because war work has depleted the ranks. This is particularly true of technical instructors. Where no definite course can be supplied, books are sent out on loan and exchanged as required. At present 91 officers and airmen are studying on their own initiative. For those who have not completed a High School course, the Canadian Legion Educational Services offer free courses in all High School subjects. In addition there are many technical courses and commercial subjects also available through this series. 202 airmen have enrolled for Legion courses since mid-July in one or more subjects. More advanced students interested in commencing or continuing University careers have many courses offered in the Arts and Science faculties of most Canadian Universities. 76 Canadians Overseas are enrolled for University courses. Technical courses have the greatest appeal to R.C.A.F. personnel. 322 students are now studying with the British Institute of Engineering Technology. The demand here is almost exclusively for radio-engineering and the various branches of aeronautical science. This Institute conducts courses not only in Great Britain, the Near and Middle East, but is supplying our R.C.A.F. prisoners of war with technical courses without fees. In addition to the courses for which credit can be given at Canadian institutions, or certificates received from British organisations, the Educational Services provide lecturers who discuss current affairs, history, geography and the economics of Great Britain. Ambassadors and Consuls of foreign countries have also provided a panel of lecturers who will give interesting discussions of similar subjects as they affect their native countries. The arrangement of these lectures is the responsibility of the Unit Education Officer. The expenses incurred are defrayed from the funds of the Canadian Legion Educational Services. At Overseas Headquarters a class has been organised in Air Crew Mathematics with an instructor supplied by the London County Council. At various other L.C.C. Institutes 55 airmen of Headquarters staff are studying mathematics, languages, commercial subjects, shorthand, typing and accountancy. The War Office has recently revised its educational scheme and issued an outline containing 250 courses which are available to Canadian personnel for the nominal fee of one guinea.

Books and tutors are difficult to obtain, courses from Canadian Universities require many weeks to arrange. Personnel are frequently moved, posted or repatriated, disrupting the progress of their courses. Shipping losses add further delays. These are a few of the difficulties encountered in arranging educational courses for Overseas personnel. On the whole, Canadian personnel appreciate these difficulties and adjust their programmes whenever it becomes necessary to substitute material or postpone instruction.

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"FLYING ADJ." CHANGES JOB

F/L Whalley Will Fly no More on Operations, As He is an R.C.A.F. Station Admin. Officer

THE "Flying Adj." is no longer an adjutant and will no longer participate in operational trips with the famous R.C.A.F. Demon Squadron of Coastal Command, for Dick Whalley is now what is probably the youngest Canadian Station Administration Officer overseas.

F/L R. N. F. Whalley has had a varied career since joining the R.C.A.F. in June, 1941, after service with the Canadian Army and the Royal Canadian Mounted Police. Dick's connection with the services began in 1933 when he joined the old Non-Permanent Active Militia as a private in the Cape Breton Highlanders.

But none of his experiences, military or otherwise, can compare with his activities, as adjutant with the famous Demons. He made 11 shipping strikes as spare gunner with W/C A. Coatsworth Brown, D.S.O., D.F.C., and one bombing raid, the 1,000 bomber attack on Bremen, with P/O Larry O'Connell, of Halifax.

Dick, who will be 26 this month, therefore has a thorough and personal knowledge of what the air crew go through on "ops" and it enables him to handle the many intricate jobs that fall to an adjutant with understanding. That knowledge will also stand him in good stead in his new position as Station Admin. Officer at the new Canadian Army Co-operation station, recently completed in record time by the Royal Canadian Engineers for the R.C.A.F.

Dick was born in Sydney, N.S., the son of Rev. C. K.



F/L Dick Whalley used to be adjutant of the R.C.A.F. Demon Squadron of Coastal Command and to go on ops with the air crew. In his new important post, he is one of the youngest Canadian Station Administrative Officers overseas.

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

Whalley, St. George's Rectory, former Army chaplain in the Great War and naval chaplain in this. When 16 he joined the N.P.A.M., giving his age as 18,

and received his commission in 1936, resigning soon afterwards to enter the R.C.M.P. He attended the training school at Regina and was then

posted to Ottawa headquarters, where he spent three years. At the end of that time he was commissioned in the Princess Louise Dragoon Guards of the Canadian Active Army. But there was not enough activity for young Whalley in the army at that time, so he transferred to the R.C.A.F. and, after training at Trenton, was posted as administrative officer at Security Guard School, Rockcliffe, and later to Picton, Ont., where he was adjutant of the Direct Entry U.S. Pilot's Wing. He then returned to Rockcliffe, where he served as adjutant with a Fighter Squadron, which included such well known personalities as S/L Dal. Russel, S/L Hartland Molson and F/L Eric Beardmore. Later he was sent to Gander Lake, Newfoundland, as adjutant, leaving there in August, 1941, to come to England.

Arrived here, he became adjutant of an R.C.A.F. Fighter Squadron commanded by S/L Paul Pitcher, and in March, 1942, was transferred to the Demon Squadron of Coastal Command. Now, with over 50 operational flying hours to his credit, he leaves for his new important post.

Dick is looking forward to seeing his two brothers soon, as both are in the Canadian armed services and hope to come to England shortly. John is a captain in the Royal Canadian Artillery on the East Coast, and Michael is a Flying Officer pilot instructor at Exeter, Ont., S.F.T.S. At home Dick has three sisters, Joan and Faith in Sydney and Dorothy a resident of Ottawa.

FILM LOG

All through the week, in every daily and Sunday paper, there has been a long and loud wail—no new films to pick to pieces! There is no good reason why WINGS ABROAD should break this unanimous moan and review a picture, even if there was a picture to review, so there remains only one alternative—prognostication.

Warner brothers are making another film-to-end-all-films—take a look at the list of names in the case of "Thank Your Lucky Stars": Joan Leslie, Dennis Morgan, Eddie Cantor, Dinah Shore, Bette Davis, Errol Flynn, Humphrey Bogart, Olivia de Havilland, Ida Lupino, George Raft, Alexis Smith, John Garfield, Ann Sheridan, Julie Bishop, Jack Carson, Alan Hale, Sydney Greenstreet, Gig Young, Irene Manning, Gene Lockhart, George Tobias, Jane Wyman, Edward Everett Horton and Hattie McDaniel. Obviously there is only one type of picture that could be made with this star roster—a musical.

Twentieth Century-Fox have "Thunder Birds" ready. Gene Tierney is starred with Preston Foster, John Sutton, Jack Holt, Dame May Whitty, George Barbier, Richard Haydn and Reginald Denny. "Thunder Birds" tells the exciting story of the adventurous lives of American, British and Chinese fliers getting their battle training at a great American flying school.

Betty Grable and Carmen Miranda will be starred in 20th Century-Fox's big musical production, "The Girls He Left Behind Him."

The "Thin Man" series will soon have a new Nora Charles when next seen—none other than Irene Runne.

M-G-M's "Salute to the Marines" brings back Wallace Beery with Fay Bainter, Reginald Owen, William Lundigan, Marilyn Maxwell and Donald Curtis.

There are hundreds of other films in the process of making, but to try to mention all would be impossible.

MOUNTAINS IMPRESS SKI-ING BOMB-AIMER

"What a place for ski-ing!" was the reaction of F/S Jacques Champagne, 23-year-old bomb-aimer of Outremont, Que., as he crossed the Alps on one of the Turin raids. "I liked it so much that I will surely go back after the war," he added.

It was F/S Champagne's second operational trip. He was with S/L Georges Roy, of Westmount, Que., who is a flight commander with W/C St. Pierre's French Canadian squadron.

Another member of this squadron, Sgt. Jacques Lemieux, of Montreal, made his first trip to Stuttgart recently. The kite in which he was in received a thorough going over from enemy flak batteries, but fortunately nobody in it was hurt.

CASUALTIES

For the week ending December 12, 1942:

KILLED IN ACTION. W. T. Crabb, Sgt., Lewis, Mani F. J. Fife, P/O, Prince Albert, Sask.

KILLED ON ACTIVE SERVICE. D. M. Gilmore, Sgt., Montreal; P. E. Meers, Sgt., Quebec, Ont.; J. A. McEwen, Sgt., Port Huron, Michigan; H. Shaver, Sgt., Ottawa; F. H. Wright, Sgt., Strathmore, Alta.; H. Casimir, P.S., Toronto; A. H. Fawcett, P/O, St. John's, Nfld.; G. H. Heistead, P/S, Vancouver; P. A. C. Macaulay, P/S, Victoria, B.C.; J. W. O'Brien, W/O, Hamilton; H. L. Spaulter, P/O, Paris, Ont.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE. P. J. Levesque, P/S, Mont. Jail, Que.

DIED ON ACTIVE SERVICE. R. M. Louni, Sgt., Toronto.

WOUNDED OR INJURED ON ACTIVE SERVICE. A. Lyon, Sgt., Philadelphia, U.S.A.

WOUNDED OR INJURED IN ACTION. H. J. Baucher, P/S, St. Herbert, Mani.; P. A. Larsen, Sgt., Calgary.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION. NOW PRESUMED KILLED IN ACTION. G. A. Jackson, P/S, Tulsa, Oklahoma; M. Duncan, P/S, Moose Jaw.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. W. I. Fairley, P/S, Regina; M. T. McGrath, Sgt., Kentville, N.S.; M. E. Powell, P/O, Kitchener, Ont.; J. L. Mitchell, P/L.

MISSING, BELIEVED KILLED IN ACTION. J. J. W. Adams, Sgt., Marysville, Alta.; E. S. Emington, Sgt., St. Catharines, Ont.; P. A. V. England, P/O, Quebec, Ont.; R. W. Mills, Sgt., Edmonton; J. A. Arduini, P/O, Fort St. John, B.C.; T. E. Barnhill, W/O, Ruby Lake, Sask.; L. J. Laboue, Sgt., Montreal; N. R. Mitchell, Sgt., Montreal; J. B. Orr, Sgt., Saskatoon; L. J. W. Settle, Sgt., Reservoir, Mani.; A. Roy, Sgt., Port Colborne, Ont.; R. A. Shires, P/O, Meyronna, Sask.; J. D. Twiss, W/O, Victoria, B.C.

MISSING, BELIEVED KILLED ON ACTIVE SERVICE. H. M. Gregory, Sgt., London, Ont.

MISSING. A. G. Amlon, Sgt., Calgary; R. H. Culp, Sgt., Beaumont, Ont.; H. C. Emory, Sgt., Greenwood, Ont.; D. Fletcher, P/S, Calif.; W. W. Keady, Sgt., Melville, Sask.; I. C. Lamont, Sgt., Niagara Falls; J. Patterson, Sgt., Toronto; W. J. Parrill, P/O, Windsor; R. J. Thompson, Sgt., Toronto, Ont.; S. Bider, Sgt., Waterloo, Sask.; D. J. Calderwood, P/S, Reddick, Alta.; G. C. Chaston, P/S, Calgary; G. Faragher, Sgt., Edmonton; R. G. Galt, P/O, H. H. Frame, P/O, Victoria, B.C.; J. D. Gill, Sgt., Vancouver, Que.; G. H. Hincks, Sgt., Victoria, B.C.; J. F. Irvine, Sgt., St. Catharines, Ont.; M. F. Johnson, P/O, Orreola, Minn.; J. C. McDonald, P/O, Toronto; C. L. McKenna, P/S, Picton, N.S.; E. M. Palmer, P/S, Toronto; W. I. Quinn, P/O, Bromontville, Que.; J. L. Tapp, Sgt., Barrechee, Que.; R. H. Taylor, P/O, Humboldt, Sask.; H. R. Watson, Sgt., Chatham, Ont.

MISSING. Educational opportunities are available to suit every requirement. If the Station Educational Officer cannot provide the necessary information, it can be obtained by writing direct to Royal Canadian Air Force Headquarters, Overseas.

Books and tutors are difficult to obtain, courses from Canadian Universities require many weeks to arrange. Personnel are frequently moved, posted or repatriated, disrupting the progress of their courses. Shipping losses add further delays. These are a few of the difficulties encountered in arranging educational courses for Overseas personnel. On the whole, Canadian personnel appreciate these difficulties and adjust their programmes whenever it becomes necessary to substitute material or postpone instruction.

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DEMONS GIVE WINCO BROWN SILVER TRAY

Former Leader is "Shaken" As Presentation Made And Cheers Resound

The Demons "shook" W/C Allan Coatsworth Brown, D.S.O., D.F.C., of Winnipeg. It was not with any of their daring mast-high shipping strikes, naturally. Instead it was by their whole-hearted cheering at a ceremony in which they presented him with a silver tray as a belated farewell gift, which had not arrived when he relinquished the Demon Command for an appointment to an important post at Air Staff College two months ago.

The ceremonial parade was turned over to the new C.O., W/C J. C. Archer. Then F/O Bill Cameron of Vancouver, a former original pilot of the squadron, took over and read the following inscription on the tray to the assembled squadron: It Reads

"Presented to Wing Commander A. C. Brown by the officers, warrant officers, N.C.O.s and airmen of the Demon Squadron, R.C.A.F., in appreciation of his leadership and comradeship whilst Officer Commanding the Squadron."

On the beautifully engraved tray is a featured replica of the squadron's crest and motto: "To Hold On High." Among his remarks W/C Brown said, "Bill Cameron mentioned the D.S.O. which has just been awarded to me. I want to set you straight on that. It was awarded to me, but only in recognition of the work of the whole squadron."

"The work of the fitters, armament lads, stores, everyone on the squadron, was reflected in our successes, and we were successful many times. That is why I was given a D.S.O. as a tribute to the squadron."

Led by W/C Archer, the squadron gave three rousing cheers and a tiger for their former Winco, who, as he walked away, clutched his tray tightly in his arms.

AIR GUNNER

(Continued from page 1)

Ministry citation. "In the face of strong attacks," it continues, "F/S Egri maintained a steady and accurate fire and probably destroyed one of the attackers and caused the other to break off the engagement. His aircraft had sustained much damage and a fire broke out, but F/S Egri assisted in extinguishing the flames with his gloved hands and a fire extinguisher. His hands were severely burned, but he returned to his post and, although his turret was unserviceable, he rotated it manually to keep watch."

"D" FOR DONALD AND THE JUNKERS

F/S Long and his Merry Men of "D" for Donald of an R.C.A.F. flying boat squadron had themselves a time recently when attacked by a Ju.88. There they were, heading for "cloud—everybody popping away at Jerry (everyone, that is, but F/O Monty, of Montreal, the I.O., who couldn't find anything to throw even)—and Jerry popping away at dead old "D". A slug whizzed past P/O Donnet's head, but F/O Harries registered a few on the Junkers, who was last seen limping lamely towards home.

Too, the neat job the same crew did in guiding rescue boats is not to be sneezed at. So altogether, the squadron is doing nicely, thank you.

WOMEN'S DIVISION

FIRST and foremost in our column this week comes the news of a very lovely party given last Thursday night at St. James' Palace by Sir Alexander and Lady Hardinge. Fifteen proud airwomen, representing the Women's Division, attended and report a most enjoyable evening. Among distinguished guests were Lady Willington, Lady Cunningham, Miss Harriet Cohen, Anthony Eden and Richard Addinsell. Needless to say some of the girls, including Sgt. Ward, of Shawinigan Falls, Que., L.A.Ws. Clare Rutherford, of Hamilton, Jill Wigg, of Nelson, B.C., E. D. Hlans, of Montreal, Marion McLeod, of Winnipeg, and Louise MacBride, of Victoria, B.C., proudly displayed the autographs of the aforementioned guests, much to the envy of all those unable to be present. The Victoria League is doing much towards promoting friendship between British subjects throughout the world, and the girls tell us that Service men from all parts of the British Empire were in attendance at the party.

We're glad that LAW Pennefather, of Ottawa, is feeling much better and expects to be back to work any day now. It seems she had an attack of bronchitis.

And now, just for a laugh, we think maybe we should tell this funny story. We gather, in a roundabout way, that L.A.Ws. Norah Botterill, of Rocanville, Sask., and Jean Otter, of Toronto, found themselves locked out of "house and home" one night in the black-out. In the course of the "waiting" period they undid a Christmas parcel Norah had received from Canada—Christmas wrappings, black-out and all the rest of it. Now we don't know what they did with the contents of the box, but eventually, after giving up all hope of being rescued, Jean climbed the fire escape, or some such thing, and crawled through a "hole in the wall," thereby allowing both girls to live happily ever after!

F.W.190s GET BAD MAULING

Cosburn Destroys One, Ibbotson Damages Another

Two pilots of a R.C.A.F. Spitfire squadron commanded by S/L Keith Hodson, D.F.C., of London, Ont., destroyed one and damaged another of four Focke Wulf 190s which were engaged in a "sneak raid" off Britain's south coast one morning last week.

The two Canadians spotted the four enemy fighters as they were approaching the coast. P/O Stanley Cosburn, of Calgary, selected one of the four and attacked, expending most of his ammunition in firing at it. He did not see the aircraft crash himself, but members of the British Royal Observer Corps later reported they had seen it dive into the sea. Cosburn was credited with one destroyed.

A little later F/O T. K. Ibbotson, of Raddison, Sask., attacked another of the four and saw his cannon shells striking home along the Hun's fuselage. He received credit for a damaged.

Advertisement for the film 'Somewhere I'll Find You' starring Clark Gable and Lana Turner. The ad includes the text 'They gambled for Gable!', 'Don't YOU take a chance of missing his last film (for the duration) and his most exciting Gable and Turner are dynamite again!', and 'GABLE * TURNER Somewhere I'll Find You'. It also lists the cast: Robert Sterling, Lee Patrick, Reginald Owen, Patricia Dane, Charles Dingle (A) and the start date: Starting FRIDAY, Empire Theatre, Leicester Sq. CR 1234.

SHORT SQUADRON FLASHES

SQUADRON PARTY

BY LAC M. J. SEELEY

AIRCREW members of the squadron were genial hosts to the groundcrew on Wednesday last, when they threw a small party in the station mess complete with music, girls and mellow ale. Although slow in getting started, the party and dance by nine o'clock had assumed an air of conviviality and carefree merriment very rarely found in evidence at purely Service functions.

High spot of the evening was the tasty buffet supper served in the downstairs dining hall between ten and half-past, at which time the Commanding Officer, W/C Ferris, displayed unusual talents as a cake cutter. Prior to his cake-cutting task he said a few appropriate words to the milling mob surrounding him and the artistic (and very tasty) handwork of the cook-house W.A.A.F.s. After expressing his pleasure and that of the other aircrew boys of the squadron at having the groundcrew enjoy so obviously their hospitality, he went on to say a few words of appreciation in connection with the hockey team and the manner in which the men were giving it such whole-hearted support and encouragement. His words were greeted with cheers, following which the cake was cut—and we do mean cut—for the Winco stuck to his knife until the last piece had been equitably sliced. Thirty seconds after the smoke cleared a few specks of almond icing and a few pink fragments were the only evidence remaining of the eye-pleasing spectacle which graced the board a minute before.

Prior to supper the station commander, G/C Graham, drew the lucky numbers in the hockey team contest. His presence at the dance, and in particular his assent in assisting the contest, were very much appreciated. Officer and N.C.O. aircrew enjoyed the party every bit as much as their W.A.A.F. and groundcrew guests. Dancing continued until 11.30 to the snappy music of the station jazz band. The men of the squadron were unanimous in their enjoyment of the party and wish to reiterate again their appreciation to the flying personnel for providing such excellent refreshments and so enjoyable a party.

Waffery Lane

It has been intimated that a certain young man wearing a distinctive red shoulder badge has been setting a bad example by walking a young W.A.A.F. down Waffery Lane long after her bed time. In any event 23-59 is late, you know!

Things look brighter around the orderly room these days. It's funny how two tiny W.A.A.F.s can change the outlook of four or five men!

McDonald says London is swell! We trust he left Peccadilly as he found it!

Our squadron hockey team consolidated its lead in the Northern League last week by whitewashing W/C St. Pierre's contenders to a 7-0 finish.

Harrison was top scorer with three goals to his credit, Jamieson came a close second with two and McKillop and Robertson chalking up singletons to make the match a really decisive one. Two goals were scored in the game while our team had a man in the penalty box. Jamieson and Harrison proved themselves expert play-makers and top-rate men when they whisked their pucks past a strong defence line as well as the goalie. This gives the team four straight wins, and hopes are high that the remaining two games in the schedule before Christmas will turn out equally as favourably.

Aircrew officers and N.C.O.s busy on Sunday constructing the framework for a hockey rink on the station parade square. We hope to have a good sheet of ice within a few weeks if the weather is favourable. Most Dastardly Trick of the Week—The corporal S.P. who "broke em up" at 11.15 down Waffery Lane after the squadron party. Someone forgot to tell him the party wasn't over until 11.30, and so-o-o his flashlight and premature interruptions were most annoying. (Blush, blush.)

The padre has proved his



Replacing a damaged wheel on one of the Spitfires belonging to S/L Lloyd Chadburn's squadron are two ground crew members of the unit; viz., LAC "Barney" McBeth, of Winnipeg, holding the wheel, and LAC Gilbert "Gilly" Osland, of LaFleche, Sask. (Official R.C.A.F. Photograph.) 4/6 Sp.

FEW ORIGINALS

BY P/O J. SANCTON

POSTINGS have taken three more "old originals" from us, whittling the remaining numbers to a mere but mighty even dozen. Gone are: Cpl. Ernie W. Miller, of Quebec City, expert wireless man; LAC John G. "Tubby" Murray, of Montreal, lately wed and "all for it," and LAC J. G. "Jim" Greener, of Montreal, who rejoins his brother Bob at a new Canadian bomber squadron.

The remainder to take clearances are: LAC K. G. MacDowell, of Toronto; LAC "Speed" Flarnick, of London, Ont., who occasionally makes "bones" about it; LACs Gilder and Carter, of the R.A.F., who go for technical training and a commission respectively; and our correspondent (LAC John V. Sancton, of Montreal), who simply says "thanks" for months of loyal readership and good fellowship enjoyed with you all on what must be Canada's finest squadron. Hope to see you all again soon.

In lighter vein, here's what comes from the "grab bag" this week: Visitors have included Sgt. Lyon Kay, of Westmount; ACI John F. "Hardtack" Hardwick, in the midst of an aircrew's course, and Sgt. R. G. "Bob" Fair, of Montreal, erstwhile flight N.C.O. here.

The faces of our pilots are being well recorded for posterity. While Public Relations movie photographers grind away at dispersal, in the pilots' shack a talented W.A.A.F. paints the portraits of the men who fly.

P/Os Jimmy Flander, of Montreal, and S/C "Slim" Cosburn, of Calgary, visited Daniel's Den the other day, where Slim cared for a baby girl of a few months while Jimmy gleaned the latest gossip.

New U/T adjutant is F/O R. L. Orpen, of Lachine, Que.

And in characteristic enthusiasm for life and his own work our stores man, LAC Andy Regan, of Oakville, Ont., climbed into Muggins' truck the other afternoon and announced to his inevitable audience: "I'm going to get the boots for the boys who keep the Spitfires flying!"

mettle, for not only can he fill a church but he was also on hand after a typical banquet with the Instrument and Armament Sections in their parlour the night before. You should have stayed another half-hour, though, for Ridgeway produced his guitar. Rowe, the Armourers' senior schoolmaster, surprised everyone when he produced a mouth organ and soon had the air blue with jigs and reels.

Cpl. Russell, the red-topped Haligonian of the Armoury, Logan, the quiet six-foot-three giant, and Troughton from Winnipeg (always good for a laugh) heaved anchor a few days ago and said good-bye to the boys of the Armoury. Associations of considerable duration are always hard to sever, and we'll miss them in the Armoury and around the billets for some time. Good luck, fellows!

SKULLDUGGERY

BY SGT. GEO. BAIN

NO estimate of this squadron's ability in other lines should be based on its ability at hockey.

Around the crew rooms is heard: Topic of the week: George Souch (pronounced "Sooch" by those who dare) on "What I think of Met" or "Profanity for the Masses." Gunner Jack McGillivray, the squadron nightingale, was granted a few days' leave during the week. He has not been seen since. Anyone knowing his whereabouts is asked to communicate with squadron headquarters. He is tall, has red-brown hair, and answers to the name of Mabel—occasionally.

Also missing frequently is W/O Jim Miller, a R.A.F. who is taking a conversion course to Canadianism. Jim's home is nearby, and his pilot worries about him.

W/O Thomas, Department I/ Discipline, has been taking an unnatural interest in the M.T. Section. No reports have been heard yet of that section needing discipline more than any others. Something else, perhaps?

The ancient and honourable walls of Skullduggery Manor, home of the squadron's aircrew, should shudder a few times this winter. An entertainment committee has been set up to look after activities there for the rainy season.

Desperate Dozen

It is understood that the Winco has been taking an assortment of dim, poor and bleak views on the activities of his desperate dozen hockeyists. As least they're consistent: three games, three losses. Bill Blue and Hugh Shearer are the "high" scorers, each having one goal. Of course, "We wuz robbed."

George "Lofty" Wood has been frequenting (who hasn't?) that honourable institution, the Black Bull, with a blonde menace lately. It is understood that he is not trying to teach her navigation. It must be something else.

After surveying the matter carefully, Buck Arnold (the soul of ambition), who flies with P/O Claire "Operational" Amies, has decided his choice of jobs in the R.C.A.F. is chief mechanic—with a glider squadron.

The question that rings through the squadron is, "Did navigator P/O Corey really escape a fate worse than death at a recent mess party?" It's his story, anyway.

A sergeant W/O and a F/L pilot have been consoling one another since a certain blonde bombshell spiced her tent, like the oft-mentioned Arabs, and silently stole away in the night. We won't mention your names, Kim and Klass.

Do you wish to study thrift? Stan says, "I can get it for you wholesale." Levy says, "Of course, I didn't buy her a drink! I've only known the girl for three months."

The squadron wolf-hound continues to be the most distinguished member of the outfit. Rumours that he had eaten an entire aircrew last week are being discounted. But he is about the size of Jack Benny's Carmichael, and he may have some of his traits.

FOG-HOGS BACK

ONCE again the Fog-Hogs are back as regular contributors to WINGS ABROAD. Of course everybody will say "Yah! Yah!—always going on leave!" But 'shelp me, your correspondent has been working hard in Deepest Scotland.

Anyhow, lots have happened lately, including a wedding, P/O George Holley, of Whitby, Ont., being the latest "Benedict" in the squadron. Also, we wish to report that we have two new additions to the officers' mess, namely, P/O T. F. Wharton and P/O D. A. Weskett. Make mine a dog's nose, Cholmondeley!

Last week the squadron had a very unsuccessful softball game with a nearby U.S. team, though we managed to keep from being completely blacked out. To-morrow there is a return game, and we're counting on Cpl. J. A. Mendelson, LAC Ed. Cancilla, LAC C. S. Roach, LAC M. J. Graf and P. J. Barry and a few other stars to help us out of the cellar. Here's hoping! Then there's the darts competition, and it looks as if Winco Fred Rump is going to have some pretty stiff competition.

It was also pleasant to see our old pal F/L Ralph Christie, D.S.O., pictured in WINGS ABROAD as he received his "ong. Very nifty. Congrats, Ralph.

And so, after all this giddy activity, let us close quietly until next week. S'long.

SPECIAL NUMBER FOR CHRISTMAS

Next week a special Christmas number of WINGS ABROAD will be published. It will be eight pages, twice its normal size; it will have a Christmas cover, Christmas features; and it will make a nice souvenir to send home to your people or to keep yourself. It will be out on Tuesday instead of Wednesday. We hope you like it.

WRIGHT HAS A LINE

BOB STRICKLAND from the M.T. had tough luck on his hockey try-out on Tuesday. A night in the hospital wasn't a bad scrounge though, was it, Bob?

We have now confirmed recent reports about Harry Wright. It seems that he actually is the biggest "line shooter" on squadron strength. Eight out of ten W.A.A.F.s interviewed from the (Wright) angle stated so. We presume that the other two were new arrivals.

Among those with very big heads after the Sergeants' do on Monday last was "Mike" Harrison. Among those exhibiting exaggerated tendencies was Chuck Rogers.

Glad to see the Squadron Adjutant, F/L Moore, back at his desk after an invigorating leave in London town. F/L Matland has gone back to his guns after capably filling the Adj.'s shoes for the period.

Mr. McKeown, the Canadian "Y" Divisional "Super," cuts a mean figure on the ice. His frequent visits to a North-Eastern blitz rink are ample evidence of his interest. The rink manager says he's the finest Canadian figure-skater he's seen in England. And speaking about figures—the one you had out to lunch that next day, Mr. McKeown, was a ten-carat-gold one.

Group Captain Graham's informal send-off to the squadron hockey team last week pepped the boys up considerably. We assure you, sir, that the greeting and the spirit behind it were greatly appreciated by every man connected with squadron hockey.

Current conversational topic about camp is last Sunday's news story about 7,000 bags of mail involved in an Eastern Canadian fire. Every man jack in the squadron is convinced that all his honey's letters and parcels on their way to him were destroyed. We hope time proves otherwise.

BURNSIDE'S TEAM TRIMS MOOSE 5-1

Paced by Sgt. M. Patrick, who used to play for Calgary Stampers, and by Sgt. W. H. Schmidt, of Arborfield, Sask., W/C Burnside's squadron took the measure of the Moose Squadron by a count of 5-1.

Line-ups: Moose Squadron: Cpl. A. E. Brewer; LAC C. McFadden; LAC R. C. Bird; Cpl. T. Higgins; AC H. Webster; LAC G. Scott; LAC G. A. Wray; LAC G. Currie; LAC N. L. Allen; Cpl. R. Blanchette; LAC F. W. Forsberg; LAC L. Mercer; LAC P. R. Soucy.

W/C Burnside: Sgt. W. W. Wallace; P/O N. W. Morrison; Sgt. C. J. Smith; Sgt. R. McNamara; Sgt. W. H. Schmitt; Sgt. E. P. Flanagan; Sgt. J. H. Blue; Sgt. N. Patrick; Sgt. J. C. Grover.



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"ROARING" SQN.

BY LAC G. J. HOARE

"Hail and farewell" has been the order of the day at a Midlands R.C.A.F. station recently, for many changes have taken place in squadron personnel since last our activities were recorded in the columns of WINGS ABROAD.

The squadron has a new commanding officer in S/L Norman H. Bretz, D.F.C., Toronto, who has taken over from S/L R. B. Newton, D.F.C. Both earned their awards as a result of grand work against the Hun, especially in the Dieppe operation, which day, incidentally, proved the busiest in the history of the squadron.

"Adj." is now F/O T. B. Allerton, Vancouver, who filled the berth created through the posting of F/O A. J. "Bert" Bond, of Man. F/L D. F. "Doc" Duncan, of Winnipeg, is the squadron medic.

S/L Calvert, our former "Doc," and F/L R. W. "Buck" McNair, D.F.C., North Battleford, Sask., of Malta fame, and F/L Ramsay, who went with the R.A.F. wing to Russia, have now all returned to the homeland.

Congratulations are extended to those friendly rivals, P/O Matheson, Edmonton, and P/O "Sid" Mills, Onaway, Alta., both new entrants to the commissioned ranks. "Sid" is now fully recovered from the heel wound he sustained in the Dieppe raid. News has been received, by the way, that P/O "Tex" Linton, who was reported missing in the big Dieppe "show," is now a prisoner of war in Germany.

Ground Crews

The "Roaring" squadron, as a certain section of the ground crew like to call it (don't ask me why!), has taken unto itself a new mascot, a pugnacious pup of the Heinz breed which has been duly christened, with much pomp and ceremony, "Joskin Firkins of Skoppwik." LAC Keith Pivnick, of Sutton West, Ont., has been unanimously appointed to the high rank of Chief Custodian of the Hound, but the "Dead End Kids" are all doing their real best to instill elementary good manners in the pup, and towards that end summarily eject "Joskin" through the ground-floor window at the crack of dawn each day. Even so, it would still seem as though the roof of their room leaks.

LAC Hodgkinson, Windsor, Ont., black-haired member of the well-known duo, Hodgfield and Askinson, has just returned fit and keen from a real one-hundred-per-cent leave in the Metropolis. Guesses are that a certain red-head down Hornsey way is the recipient of the frequent and lengthy epistles which "Hodge" is penning these days.

Three of the boys, Cpl. Al Lien (accordoon), LAC "Frankie" Francis (banjo) and "Bill" Pynen (violin), starred in a hill-billy number in the recent Spotlight show.

"Bill" Pynen, who hails from Edmonton, is the brilliant squadron artist whose decorative and colourful envelopes have by now found their way to all parts of Canada. Pynen gets requests from his colleagues for all sorts of scenes and cleverly executes them.

Awaiting his call for training as a pilot is LAC "Don" McKay, of Toronto, who recently made the grade at the Air Crew Selection Board. LAC "Bill" Gates, who was born in India and came over from the Argentine to join up, has been a popular figure in the pilots' shack since the foundation of the squadron. "Bill" has passed the Selection Board for an Admin. Commission and awaits the call for training. Two "Limeys"—as the boys like to call the few odd English bodies around the place—LAC "Geof" Longley, and LAC Freeman, have also been selected.

The squadron has had a Christmas card from those old favourites, LAC "Tiny" McKay, The Pax, Man., LAC "Tim" Florence, Los Angeles, Calif., and Cpl. "Scotty" Henderson, Vancouver, who left us some time ago for the Middle East. Good luck, Trio.

ON LEAVE

ONE of the latest to make the Great Canadian Trek to Scotland is F/S Lorne Batten. Friends up in Ayrshire were his objective. In working hours Lorne pilots a Hampden.

Sgt. "Shorty" Dell, mentioned in this column some time ago, has been around town again sporting those unique Canada-Australia badges and the resplendent air gunner's wing. After the war, he plans to go home via Canada, where he will get married and continue with his wife to the Kangaroo Continent.

His crew-mates, Sgt. Pilot Bernie Heinz, Regina, and Sgt. WOP/AG Tommy Tompkins, Kindersley, Sask., accompanied "Shorty" on his sortie into town.

Ground staff stalwarts on leave last week included LACs Jim March, Regina; Sidney Redmond, Halifax; Jack Mason, Virden, Man.; Ray Foss, Edmonton; and Ron Wallace, Brantford, Ont.

Another one was Cpl. "Mac" McQuarrie, of Victoria, P.E.I., which, he tells us, is no relation of the B.C. capital.

F/S Norman Falhurst, Edmonton, and Jack Gibson, Cornwall, Ont., crew-chums of the "Demon" Squadron, have completed about 50 hours of operational flying each, sum it all up as "a few shipping strikes and the Cherbourg raid." Norm is an observer and Jack a WAG. Will Observer Danny Robertson, Cornwall, Ont., write to Jack, please.

Edinburgh, which seems to be close to the heart of Canada Abroad, entertained Cpl. R. V. Finch, Point Edward, Ont., among others, last week. The corp. is doing engine mech. now and intends to remain one for the rest of his career.

LAC Bill Shaw, Islay, Alta., visited his father's people, who live near London, last week. Bill would like homesteaders to write him, care of the B.P.O. After "having wonderful time" in London last week, Cpl. Joe Lutsky, Edmonton, and LAC "Sonny" Shachter, Toronto, are now back at work, tired but game.

ROME AND HOCKEY

BY CPL. J. F. CUTLER

NOW that the hockey season seems to be stepping along, bringing cheers, groans and moans a-plenty, it's our fair that you should know what's doing. Wednesday, the first of many clashes come, with the boys ending a tie score. It was only the first but strong hopes are held an improvement and bright outlook for the future. It wasn't built in a day; it was our hockey team. Once lines get cracking straighten themselves out, 't the time that I will really brag.

To meet the ever green need of WHO'S TO BLAME for lost bicycles these past weeks, no other than Rogers and F/O Gofton, "cutters of Justice," are rather worried at what seems an injustice to the losers of their much needed steeds.

Where there's smoke there's fire and where there's a squadron you'll find one of those places they call an Orderly Room. Ranking first as you cross the doormat of this domicile with no WELCOME written thereon is Cpl. "Bob" Stirling, the Industrialist; Cpl. Lambo, the letter writer; LAC "Anything I can do" Allan; and last but not least, Ken Soutar. One of these days I'll give you the low down on what they do, for at the present, I don't know myself.

For the moment Yours Truly is at a loss for gen., but as Christmas rolls around getting nearer the Mail room is a hive of industry these days. By the look on the faces of the not so lucky ones, Cpl. Gallant, our diminutive mail dispenser, is brought into the limelight again as "the fugitive" from many.

"In thought only" these days and under much discussion is "What's it to be," a squadron dance or a "Do"? No one seems to know, but personally I get awful thirsty sometimes.

Our sympathies are extended to our E.O. and sports manager, known as Engues, F/O S. Malouf, who at the moment is in hospital. Speedy recovery, rays the gang.

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HEADQUARTERS

THE Sports and Entertainment Committee mass meeting caps this column's news items this week.

The assembly was big, demonstrative and got a lot done. Opened by S/L Atwell, the meeting first elected F/L Doughty to the presidency of the committee, went on to elect the following representatives of the various directorates, the W.D.s and the civvy-ladies: F/L Cunningham (acclamation); F/O Cator; F/S Williams; Cpl. Gordie Duff; Cpl. Rignall; Mrs. Patterson; LAW Pennefather; Miss Stanley-Williams.

After closing remarks by S/L Atwell and F/L Doughty the meeting packed up. Wonder if the secretary of the meeting, LAW Hyans, took down some of the cracks F/L Doughty got off his ample chest about F/L Glasier, Cpl. Rignall and F/S Williams.

Edmondson Back From Far East

S/L Donald McKellar Edmondson, of Winnipeg, has just returned to England after an extended tour of duty in the Far East.

McKellar came overseas in 1937 and earned his pilot's wings in the R.A.F. He was later posted to the Far East and was there when war broke out. When the Japanese intervened, he took active part in the Dutch East Indies campaign with an R.A.F. Blenheim squadron.

He joined the R.N.V.R. in 1915 and transferred to the R.A.F. in 1919. He is F.R.C.S. England and F.R.C.S. Edinburgh. In 1938 he was awarded the Order of the British Empire and in 1942 the Air Force Cross.

Speaking of wacky incidents, Cpl. Jean Dumar, an M.T. Section brave, was pitched out of a subway train in full flight some time ago when it jolted suddenly. Jean fell unhurt in the side of the dark tunnel, hurried along it to the next station. A rugged folk, these Canadians.

AIR COMMODORE LONG WITH R.A.F.

At the present time a consultant in ophthalmology on the R.A.F. Medical Board for aircrew, Air Commodore Phillip C. Livingston, O.B.E., A.F.C., has had a distinguished career since he came to England in 1909 to take up medicine.

He was born on Vancouver Island in 1893, and in 1909 came to Cambridge University. He completed his course in a London hospital.

He has the distinction of being the first Canadian to row in the Oxford-Cambridge boat race, which he did in 1914.

He is F.R.C.S. England and F.R.C.S. Edinburgh. In 1938 he was awarded the Order of the British Empire and in 1942 the Air Force Cross.



Air Commodore Phillip C. Livingston, O.B.E., A.F.C. was born on Vancouver Island, but has spent most of his successful medical career in England. He is an ophthalmologist with the R.A.F. (Official R.C.A.F. Photograph.)

WITH RADIO MECHS

A REUNION in the Beaver Club featured the leaves of LACs Herb Olshansky, Ted Wildgoose, R. G. Rennie, both of Winnipeg, and Don Murray, of Port Arthur, Ont. The boys took the same course in wireless wizardry together.

LAC Nick Nicolls, who cannot decide whether his hometown is Calgary or Yorkton, Sask., because he likes them both so much, has been holidaying in London and Welling, Kent.

Nick circulated around this vast heart of Empire in the company of Torontonians Tom Lindsay, of the same station.

Another Torontonian around town last week was Nelson "Lucky" Lougheed.

"South Wales M.U.

Having read of exploits of newly-arrived radio mechanics, we veterans feel we should assert ourselves.

Veteran mechanics of this unit, shades of Can. 1, are preparing to celebrate their second Christmas (well not white) at this M.U. Such are LACs "Goldsmith," "Peaches" Hamilton, "Crash" Colbert and "Casanova" Clearhill.

When interviewed over their long and distinguished (?) service here the following items were gleaned:

"Peaches": "There's nothing like discip. courses."

"Ace": "Wales for the Welsh men."

"Crash": "There I was two quid down, suddenly natural."

"Casanova": "Now the way I feel about the whole thing is this. On the other hand it may be that; of course the crux of the matter is; whereas others hold the opinion; say! fellows, I met a de luxe blonde last night on Bute Street—and so on far into the night."

We were disturbed to see another M.U. purporting to be in Wales or listed as such in WINGS ABROAD. We claim the doubtful honour of being the only M.U. in Wales where that strange, rare species, a radio mechanic, is found in numbers.

Two popular hobbies with the boys are applying for air crew or overseas postings. There are hordes of people wandering about sporting white flashes. They are becoming more faded month by month.

Preparing for Christmas leave to be spent in Leicester are our deep-sea fisherman "Cap" McLeod, and that erstwhile gentleman about H.Q., genial Johnny Dormer.

Courses are the order of the day, and now slaving in censored regions are "Deacon" Pete Goffin, "Happy" Jerry Eale, "Tubby" Graham, Jack Freeborn, Walt Shirley and George Smiley. One lone communique was received from this force, but lack of others suggests our men are very busy—with radio, we hope.

All the best from "SID" and "HANK."

M.U. in North Wales

Due to some slight error, LACs Percy Passmore and Jack Wellman were not included in the list of temporary corporals on the R.C.A.F. "roster" that came out some weeks ago. However, Records have rectified the error, and so we have two more "ghost" N.C.O.s. Congrats, fellows!

This fellow Sellers seems to be in the news this week. This time we report that he and his arch-companions Joe Freeman and Frank Delavigne have found some interest in nearby towns. What's the low down, you "Terrible Trio"?

TIP FOR SAFETY RAZOR USERS

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



LONG SEARCH

(Continued from page 1)

message from the destroyer captain:

"Lifeboat alongside me now. Thank you. Well done."

This was the second time on which a Sunderland from this Canadian squadron led rescue to a lifeboat. On the previous occasion a Sunderland piloted by P/S William Cook, from Baldwinville, N.Y., located a dinghy with 12 persons aboard. It radioed the position back to base and the 12 were soon safe ashore.

With Cook were P/O Jack Ritchie, of Windsor; P/O Ronald Benn, also of Windsor; F/S G. "Red" McFie, of Dunchurch, Ont.; F/S L. G. Kligour, of Cornwall, Ont.; Sgt. J. Irving, of Meaford, Ont.; and Cpl. R. D. MacKellvie, of Sackville, N.B.

Well, our Christmas party has come and gone and it was a success. More details later, but after the party a few of the boys adjourned to a dance in aid of the Red Cross. LAC Bill Sellers valiantly upheld the name of Canada by rendering (I said rendering, not sending) "Time on My Hands." In spite of the support of his eight fellow Canucks, he only managed to make the finals. Next time we'll take along more supporters and maybe we'll be able to applaud loud and long enough to win, i.e., for Bill to win.

LAC John "Parky" Parkin is back from embarkation leave.

The "Sally Ann" came through again with 50 fags for each Canadian and some Christmas cards. We can rely on the "Sally Ann" not to forget. Thanks a lot.

The boys who got their "A" grouping some time ago are enjoying pay day to the tune of a bob a day more now. That is, all except LAC Jack Allen, who seems to have been forgotten. He's still only getting "B" group pay, and he did want the extra money for Christmas.

The "Gold Dust" twins, Bill Sellers and Dick Fullford, turned up for work one and a quarter hours late the other day. They say their landlady (they're in civvy digs) slept in and forgot to wake them in time. It sounds like a good story, but we'd all like an extra hour in bed when it's raining!

This fellow Sellers seems to be in the news this week. This time we report that he and his arch-companions Joe Freeman and Frank Delavigne have found some interest in nearby towns. What's the low down, you "Terrible Trio"?

FERRY CREWS

(Continued from page 1)

were soon ducking our personal luggage, spare parts and everything else. We were all splashed with oil that came out of every place it could splash from.

To try and get out of the storm the captain climbed to 10,000 feet, despite the fact that they had no oxygen equipment. They sat perfectly still and watched their finger-nails slowly turning blue from lack of oxygen.

Seventeen hours out from the North American base the aircraft reached the southern tip of Ireland, and had to alter course out to sea again to avoid flying over the neutral Irish Free State.

They encountered local storms, which were so bad it took them another five hours to make base in Northern Ireland.

"Believe me, it was a grand and glorious feeling when we sat down just 23 hours and 53 minutes after our take-off on the other side."

None of the boys are any the worse for their experience, except that they did have a few bouts with air-sickness on the way across. All three are looking forward to a white Christmas back home in Canada.

M'GRAIL IS PROMOTED

P/O K. M. McGrail, observer from Montreal, has been promoted from pilot officer to flight lieutenant.

He is navigation officer on a Lancaster conversion unit.

WITH THE R.A.F.

AN observer, F/S Bill Potter, of Toronto, has been taking a 14-day respite from navigating a Sunderland. Bill likes flying, but doesn't intend to stay with it after the war.

Solemnly smoking brand-new pipes, F/S Jack L. Ross, Vancouver, and Sgt. Jim Strachan, Halifax, were taking it easy in the snack bar of the Beaver Club the other afternoon.

The Flight recently figured in a WINGS ABROAD story when he had a chat with the King in Buckingham Palace on his last leave. A Liberator flier, Jack says he has had no thrilling operational experiences, "apart from being scared silly at times."

Cpl. Bill Millward, Winnipeg, and LAC Bill Leger, Sault Ste. Marie, Ont., both cooks and on the same station, put in a few days' leave together last week. Bill also looked up his brother Dick in the R.C.A.S.C.

Another reunion was staged last week when Sgt. Wally Wright, Sgt. Obs. "Red" Revell and Pte. Sam Chinsky, R.C.A.S.C., all of North Battleford, Sask., met over a meal in the Beaver Club. Wally also visited relatives in Sheffield. Revell is a member of a Canadian squadron.

A boyhood ambition, dreamed of while tinkering with model aircraft, was fulfilled when Dick Purdon, of Vancouver, became a fighter pilot. He has flown his Hurricane a lot of miles since arriving in this country.

ENTERTAINMENT GUIDE

THEATRES

HIPPODROME. Ger. 3272. Twice Daily at 2.30 and 8.30. GEORGE BLACK presents LET'S FACE IT with BOBBY HOWES

PALACE. Ger. 4824. Evs. 8.45, Wed., Sat. and Dec. 28, 2.30. TOM ARNOLD and LEE EPSTEIN present JACK HULBERT, CICELY COURTNEIDGE in FULL SWING

PALLADIUM. Ger. 7373. Twice Daily at 2.30 and 8.15. TOMMY TRINDER in GEORGE BLACK'S BEST SIS AND TUCKER

PRINCE OF WALES. Whl. 8521. Twice daily at 2.45 and 8.30. VIC OLIVER in GEORGE BLACK'S GET A LOAD OF THIS

PRINCES. Tem. 6595. Evs. (ex. Fri.), 8.45. Mats., Wed., Thurs. and Sat., 2.0. Fifth Impresario presents WILD ROSE

SAVILLE. Tem. 4011. Evs. at 8.30. Mats., Wed. and Sat., 2.0. FIFTH SHEPARD presents FINE AND DANDY

LESLIE HENSON, DOROTHY DICKSON, STANLEY HOLLOWAY, DOUGLAS BYNO. SAVOY. Tem. 8558. Evs. 8.45. Mats., Wed. and Sat., 2.15. FIFTH SHEPARD presents THE MAN WHO CAME TO DINNER

ROBERT MOLEY, Coral Browne, Hugh McDermott, Mary Alice O'Neil, Jerry Verno, Edward Cooper. VICTORIA PALACE. Vio. 1217. Wed., Dec. 23, at 8.30, and Twice Daily, 2.15 and 8.30

LEPPING LAKE in BABES IN THE WOOD 2/6 to 12/6 WINDMILL, Piccadilly Circus. 11th Yr. REVUEVILLE, 11th Yr. (Fourth Week)

Cont. daily, 12-8.30 p.m. Last perf. 8 p.m. A VIVIAN VAN DAMM PRODUCTION

CINEMAS

CARLTON, Haymarket. Whl. 7111. Commencing Sunday, December 22. BING CROSBY, BOB HOPE, D. LAMOUR ROAD TO MOROCCO (U) and THE 33 STEPS (A)

ROBERT DONAT, MADELEINE CARROLL DOMINION (O-B.). Tottenham Court Rd. KING ARTHUR WAS A GENTLEMAN (U) THE McGUERINS FROM BROOKLYN (U)

Weekdays: continuous 11.30 to 10. Sundays: continuous 2.30 to 8.30. EMPIRE, Leicester Sq. Cont. from 10 a.m. CLARK GABLE, LANA TURNER in SOMEWHERE I'LL FIND YOU (A)

GAUMONT, Haymarket. Whl. 6533. OARY COOPER with Teresa Wright THE PRIDE OF THE YANKEES (U) Weekdays: continuous 11.5 to 9.50. Sundays: continuous from 2.30.

LEICESTER SQ. THEATRE.

ARTHUR ASKEY IN KING ARTHUR WAS A GENTLEMAN (U) Continuous performance from 11.8.

LONDON PAVILION. Continuous daily from 10 a.m. CARY GRANT, Jean Arthur, Ronald Colman as THE TALK OF THE TOWN (U) with Robert Buchanan. Fourth Week.

MARBLE ARCH PAVILION. May. 8113. NOEL COWARD'S IN WHICH WE SERVE (U) Weekdays: continuous 11 to 10. Sundays: continuous 3 to 8.30.

NEW GALLERY (O-B.). Recent 61. NOEL COWARD'S IN WHICH WE SERVE (U) Weekdays: continuous 11.30 to 9.40. Sundays: continuous from 2.30.

NEW VICTORIA (O-B.). Opp Vic. Stn. KING ARTHUR WAS A GENTLEMAN (U) THE McGUERINS FROM BROOKLYN (U) Weekdays: continuous 11.40 to 9.20. Sundays: continuous 2.30 to 8.30.

ODEON, Leicester Sq. Whl. 4111. LAST TWO DAYS. THE PIED PIPER (U)

Fri. next, Jack Benny and Ann Sheridan in GEORGE WASHINGTON SLEPT HERE (U)

PARAMOUNT. Tottenham Court Rd. BING CROSBY, BOB HOPE, DOROTHY LAMOUR in ROAD TO MOROCCO (U) also RICHARD ARLEN in WRECKING CREW (A)

Sunday, Dec. 20. THE PIED PIPER (U) PLAZA, Piccadilly Circus. Whl. 8944. The Wildest, Funniest Road They've Ever Travelled! Bing Crosby, Bob Hope, Dorothy Lamour, ROAD TO MOROCCO (U). Anthony Quinn, Dona Drake. Cont. 10 a.m. Sundays: doors open 3 p.m.

TATLER TH. (O-B.). Charing Cross Rd. ANGLo-Soviet REASON THE MAGIC FISH (U) LENINGRAD FIGHTS (A) Soviet News Scenes No. 4 (U)

WARNER, Leicester Sq. Ger. 3423. JAMES CAGNEY YANKEE DOODLE DANDY (U) JOAN LESLIE, WALTER HUSTON, RICHARD WHORF

CLUBS NEW AMBASSADORS CLUB, Regent 3741. 27 BACKVILLE STREET, W.1.

Under the personal supervision of HILDA TAYLOR-PLATT, welcomes three many Canadian, American members and guests. Snack bar.

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ARTHUR ASKEY in King Arthur was a Gentleman with EVELYN DALL, ANNE SHELTON, MAX BACON, JACK TRAIN. Produced by EDWARD BLACK. Directed by MARCEL YARNEL. In charge of production MAURICE OSTLER. "A Grand contribution to the JOB OF CHEERING US ALL UP." SETON MARGRAVE, Duty Mod. A Gainsborough Picture. Weekday Perfs. 12.10 2.35 5.0 7.30 Sunday Perfs. 2.30 & 6.0 Leicester Sq. THEATRE

ODEON Leicester Square PHONE: WHI. 6111. FRIDAY NEXT— WE'D NEVER TELL A LIE.... "GEORGE WASHINGTON SLEPT HERE" IS ABSOLUTELY THE FUNNIEST FILM THIS HOLIDAY. JACK BENNY STARRING BENNY ANN SHERIDAN

PARAMOUNT PROUDLY PRESENTS "A GRAND COMEDY WITH A SURPRISE TWIST". GINGER ROGERS-MILLAND IN THE MAJOR and THE MINOR with RITA JOHNSON, ROBERT BENCHLEY, DIANA LYNN. STARTS FRI. DEC. 18. PLAZA MCC. CIRC. WHI. 8944. WEEK-DAYS CONTINUOUS 10 a.m. SUNDAYS, DOORS OPEN 3 p.m.