

Canadian Squadron Shoots Down Eight

F/L MAGWOOD LEADS WITH THREE KILLS

Ford and Macdonald Score Two Apiece As RCAF Fighter Wing Scores In Two Splendid Days

BOULTON'S VICTIM WENT STRAIGHT DOWN

THE Wolf Squadron of the Canadian fighter wing led by S/L L. S. Ford, D.F.C. and Bar, of Liverpool, N.S., on Sunday destroyed five German fighters during a covering operation with Flying Fortresses over France. The feat brought their total for two days' operations to eight F.W.190s shot down, the squadron having destroyed three of the five brought down the previous day by the Canadian wing.

The Canadian fighter wing was again active on Monday. Led by W/C Johnson, it encountered Focke-Wulfs over the Belgian coast and damaged five of them. The Wing Commander hit three, while S/L Boulton and F/O Rae, of Toronto, inflicted damage on one apiece.

S/L F. H. Boulton's unit was also successful in the first sortie. W/C J. E. Johnson, D.F.C. and Bar, leading the wing, got one personally.

F.W. FALLS TO BLATCHFORD

Winco Destroys Hun Kite After Six Months On Staff Job

On his second operational flight after serving six months on the ground as a staff officer at a Fighter Command group, W/C H. P. Blatchford, D.F.C., of Edmonton, Alta., shot down a F.W.190.

He was leading squadrons of Spitfires as escort to American built Venturas in an attack on objectives at Maasilus, near Rotterdam. "As we turned for home with the Venturas," said W/C Blatchford, "some F.W.190s came up. Four of them went whizzing past me about 3,000 ft. below. I simply put my nose down and jumped them. The first one I attacked turned over on his back and went into a spin. For that I can only claim a damage, as I didn't see him crash, but the other was a certainty.

W/C Blatchford joined the RAF in 1936 and served in France until the evacuation. His greatest fight was in November, 1940, when he led his squadron against Italian aircraft attacking ships off Harwich. So successfully did the Italians were destroyed and another five damaged.

When he had used all his ammunition, Blatchford rammed one of the Italian fighters and then made two feint attacks on other fighters, driving them off.

F/L C. M. Magwood, of Toronto, brought down three enemy aircraft in two days. S/L S. L. Ford and F/O H. D. Macdonald, of Toronto, each scored two kills. S/L F. H. Boulton, of Coleman, Alta., destroyed a Focke-Wulf to set the example for his squadron. Still another was destroyed by an N.C.O., who is since reported missing. On Sunday the American Forts had bombed the Renault works near Paris, and the Wolf Squadron met the bombers on their return.

Broke In Mid-air
F/L Magwood described how one of his victims dived into the ground, while the other appeared to break up in the air. "There seemed to be an explosion when I fired at one of them," he said. "It weaved around a bit, and then started to come to pieces. And the other guy, I gave him a burst at about one thousand yards, and then I closed in to about 200 or less and poured in some more. He just kept straight on going, and then he went into a dive and went straight into the deck."

His victim of the day before blew up with a blast that lifted his kite as he passed over the point where the Nazi had been. S/L Ford saw the wings fall off his particular target on Sunday. His Saturday kill was last seen in flames at a low level.

F/O Macdonald saw a blast in the cockpit of his second enemy machine from which smoke and flames poured out. He blew the cockpit cover off the Hun fighter on Saturday, and saw the pilot bale out.

S/L Boulton attacked his F.W. from underneath, and observed strikes along the fuselage. The engine started to give out smoke and then the machine tipped forward and went straight down.

F/O J. A. Rae, of Toronto, (Continued on page 2, col. 3)



Every Canadian can skate! Well, maybe roller skating on your day off in Malta is a little different. In this picture are: F/O McCorkell, Wakefield, Que.; F/O A. R. Pagan, Saskatoon; F/O M. H. Tarrison, Brantford, Ont.; and F/O Gordon Lawson, Grandview, Man. (Official RCAF Photograph.)

GEORGE MEDAL AWARDED TO HEROIC AIR-GUNNER

F/O Henry Link Heads Distinguished List Of Awardees

When his aircraft crashed several miles from an airfield and caught fire the rear-gunner, F/O Henry Link, of Beechy, Sask., was hurled clear of the wreckage. Badly cut about the head and face, he also sustained injuries to his back. Nevertheless, he rescued two crewmates who had been trapped in the blazing wreck, despite the danger of exploding ammunition, petrol tanks and oxygen bottles.

As a result the King has approved the award of the George Medal to F/O Link, and the official citation says of him that his "outstanding courage and fortitude were in keeping with the highest tradition of the Royal Air Force."

Malkin Gets Bar

Next most distinguished award of the week is that of a Bar to F/L H. Malkin's D.F.C. He comes from Verdun, Que.

While captaining an aircraft on a Berlin raid in March, Malkin was caught by a searchlight cone. Heavy ack-ack concentrated on his bomber, severing rudder controls and stopping one of the port engines. "Despite this," the citation asserts, "Malkin skillfully controlled the damaged aircraft and executed a successful attack." On the way back the damaged engine was started again. Then ack-ack fire caught the bomber again, knocking out the port outer engine and making all lights in the cockpit fail. Only by displaying "great skill . . . in most difficult circumstances," to quote the citation, was Malkin enabled to fly the bomber back.

The King has also approved awards of the Air Force Cross to S/L H. F. Marcou, of Montreal, and F/L W. H. Darlington, of Vancouver. Both are praised for long and worthy service as instructors.

Three immediate D.F.M.s close the award list for the week. They go to F/Ss J. A. T. Baralou, of Montreal, John Matthews, of Port Arthur, Ont., and Edward Lowans, of Toronto.

Rear-gunner in an aircraft detailed to attack Essen, Baralou was severely wounded when his turret was riddled by

IRKED AT SERVICE

Things were tense in the Directorate of Public Relations at RCAF H.Q. Monday morning. LAC Bentley, the office Joe, was feared missing after low-level operations over the week-end. He finally showed, fresh, sprightly and an hour late from oversleeping.

Said Bentley: "Just the same, I can't help but feel a little peevish over being put on the peg about this. Why don't they charge the flight sergeant who is supposed to tap on the door of my room?"

The flight had better watch this. He'll never get to be a sergeant-major nowadays unless he realises that song about them is no malarkey.

ack-ack fire. He refrained from mentioning it until the fact was discovered by a crewmate on the way back, and "although in great pain, very weak and bleeding profusely insisted that he could bear up," according to the citation. Matthews and Lowans were members of the crew of a mine-laying bomber when it was hit hard by anti-aircraft fire. The English pilot was wounded, and though he insisted on carrying on, Lowans and an English sergeant assisted him on his return flight. Matthews, who had pulled the aircraft out a dive when the pilot was dazed by his injuries, navigated on the way back without the aid of wireless.

HALIFAX CREWS

The following chaps are off to a Halifax squadron, where their crews will be completed:—Sgt. Pilot Will Canter, of Toronto; Sgt. AG Ted Bridge, of Saute Ste. Marie, Ont.; Sgt. Nav. Bruce Webber, of Montreal; and Sgt. Bomb-Aimer Ted Chlaseczyk, of Kirkland Lake, Ont.

Another partly-made-up crew consists of Sgt. Pilot "Chuck" Coutie, of Ottawa; Sgt. AG Will Barnes, of Sundridge, Ont.; P/O Bill Hendry, a navigator from Manitoba; and Sgt. "Curly" Hay, of Ottawa, bomb-aimer.

G/C F. G. WAIT IS PROMOTED

New Air Commodore Has Served in RCAF For 19 Years

G/C Frank G. Wait, 40-year-old Director of Personnel at RCAF Overseas Headquarters, has been promoted to air commodore, it was announced last week.

Air Commodore Wait, one of three brothers serving in the RCAF, has nearly 19 years' ser-



vice in the force behind him. A native of Ottawa he was commissioned as a pilot officer in June, 1924, less than three months after the RCAF was first formed.

He spent six years on squadrons, was posted to Headquarters at Ottawa, where he stayed for four years, took a staff course in Britain, returned to the squadrons for awhile, and then became an instructor at R.M.C.

September, 1939, found him back at Headquarters with the rank of squadron leader. He served on the air staff there and attained the rank of group captain. He went to the B. and G. school at Mountainview, Ont., as station commander early in 1941, and after a year there was posted to No 3 Training Command, Montreal. He came overseas in August, 1942, to become Director of Personnel. During the winter he accompanied Air Marshal Harold Edwards, C.B., on his long tour of the Middle and Far East.

AXIS RAIDED THREE TIMES ON WEEK-END

Kiel, Essen, St. Nazaire And Lorient Are The Targets

RCAF BOMBER GROUP

SUNDAY night the largest force yet put out by the Canadian bomber group took part in a heavy attack on North-west Germany, during which large fires were left burning at the Kiel naval base.

Saturday night Essen, home of the Krupp armament works, was target. Half-faxes from Canadian squadrons commanded by W/C "Tiny" Ferris, W/C A. C. "Pitt" Clayton, D.F.C., and W/C M. Fleming, D.F.C., bombed the Krupp plants. Many Canadians with RAF squadrons also participated.

Friday night Canadian bomber group squadrons shovelled more H.E. and incendiary coals on the U-boat base bonfires at Lorient and St. Nazaire. Aircraft from the French Canadian squadron and the unit commanded by W/C Crooks took part in the Lorient "do."

Clouds were Aglow

Speaking of the Kiel raid, G/C B. F. Johnson, of Toronto, reported: "As we left the target area, I looked back. I could see a dull red glow in the clouds from 50 miles away."

P/O Dick Botkin, an air gunner, of Meade, Kansas, shot at an approaching Ju 88 from the rear turret of his Halifax. The port motor of the Junkers appeared to explode, and the entire wing caught fire. "It dived vertically down and then exploded," he said.

Others from Canadian squadrons on this raid were F/Ss Art Irvine, St. John, N.B., and "Hoot" Henderson, Toronto; Sgt. Warren Tucker, air-gunner, Castle Green, Ind.; F/L F. Taylor, Gull Lake, Sask.; Sgt. August Casoras, navigator, Kelowna, B.C.; Sgt. Harold O'Connor, WAG, Saskatoon, and Sgt. Bill Watson, gunner, Toronto.

Canadians with RAF squadrons on the raid included Sgt. Gordon Price, pilot, Montreal; P/O Allan Burns, navigator, Montreal; and Sgt. Bruce Shannon, wireless operator, Snowden, Sask.

Regarding the Essen raid, Sgt. B. D. Kirkham, Saltcoats, Sask., remarked: "There were lots of fires when we left, but the smoke poured up in such great thick clouds that 25 miles away the fires were blotted out, and all we could see was a reflected glow."

Others from the Canadian squadrons on the job were F/S R. E. Baldy, Kosciusko, Miss.; P/O T. C. Kay, Winnipeg; Sgt. Ken Emmons, Elgin, Ont.; and Sgt. G. E. Willis, Peterborough, Ont.

Sgt. C. H. Pratt, St. Peter's Bay, P.E.I., summed up the Lorient raid: "There wasn't much talk and the searchlights weren't so terrific," he said. "Fire were seen 30 miles away on the return flight."

A couple of fliers from the French-Canadian squadron who took part were Sgt. F. Turcotte, Quebec City, and F/S J. R. Laberge, Montreal.

KRUGER COMPLETES OPERATIONAL TOUR

P/O Fred Kruger, D.F.M., of Bede, Man., is one of the first Canadian pilots to do a complete tour of ops. as the skipper of a Lancaster.

According to Kruger he had a very quiet tour that was just crammed with good luck.

However, his citation states that F/S Kruger has taken part in many sorties against targets in Germany and Italy, including the daylight raid on Milan. In 1942, when on an outward flight to Turin, he found that his controls were not working properly, the citation continues. Nevertheless, he succeeded in flying over the Alps and proceeded to the target. The aircraft was hit by flak, but Kruger pressed home the attack and afterwards flew safely back to base.

NEWS OF RCAF FLIERS IN MALTA AT PRESENT

An errand of mercy almost got two Canadian Spitfire pilots "in the soup" off Malta recently. As it was, only a few cupsful of petrol stood between them and disaster.

The RCAF lads, Sgts. Douglas Love, of Winnipeg, and R. W. Tapley, of Hamilton, escorted a flying-boat to a point in the sea where two RAF men were floating in rubber dinghies, in danger of being taken prisoner by the enemy. The rescue was carried out successfully, but the catch was that the round trip represented the extreme range of the Spits.

"When we got back to Malta," recalls Love, "our fuel gauges registered 'empty,' and if we had made one more circuit of the drome, we'd have crashed for sure."

Love and Tapley, have taken part in a number of fighter sweeps, truck-strafing, and bombing of enemy 'dromes. A couple of Toronto WAGs

who have seen plenty of action in the Malta area are Sgts. Gordon Dean and Alex Stittie. Dean has finished his first tour of ops and is awaiting posting from Malta.

His most vivid memory of his time there is the night his crew attacked a large enemy merchant vessel off Sardinia last month. Their plane pierced a hall of flak to torpedo the vessel. It was later seen to sink. On another occasion his aircraft struggled back from Crete on one engine.

Stittie's best "do" was a job of co-operation with the Navy leading to the destruction of a large enemy ship by a British destroyer off the Tunisian coast recently.

"After we had done our part," he recalls, "we were able to sit up there and watch our destroyer pummeling hell out of the enemy ship. Our naval gunnery was simply terrific, and the enemy ship was literally blown out of the water."

WINGS ABROAD

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EDITORIAL

NEW PAY POLICY

IMPORTANT changes in the mechanics of paying RCAF personnel serving outside Canada are soon to become effective in line with the Dominion's decision to assume the entire responsibility for the pay of all RCAF personnel serving overseas.

In another column of the pay book, monthly entitlements will be translated into fortnightly amounts in pounds, shillings and pence to facilitate the RAF practice in respect of airmen, of issuing pay every second Friday.

Accounts Expand A RCAF pay account will be opened and maintained at a RCAF Base Accounts Office, either in the United Kingdom or abroad as applicable, for every RCAF officer or airman, no matter where he is serving, and under these new arrangements he should be able to find out, at comparatively short notice, exactly how he stands financially.

No longer will it be necessary for RCAF personnel to visit Headquarters to get pay information, as the accountant officer at any unit will, on request, be able to obtain an up-to-date statement from the appropriate RCAF Base Accounts Office where the officer's or airman's account is maintained, in full explanation.

All RCAF personnel will receive appropriate RCAF rates of pay whether serving in the United Kingdom, in the Mediterranean, the Middle East, the Far East or elsewhere. Additional local RAF allowances, such as colonial, haircutting, ration, special leave subsistence, travelling, and the like, will continue to be issued by the RAF as under present procedure, so that the new financial arrangement will not involve the withdrawal of any existing financial privileges.

Every RCAF member will receive his full net RCAF pay entitlement after deductions in respect of assignments of pay and, as applicable, deferred pay. On account of the extent of the compulsory assignments under RCAF regulations, married airmen will not be required to make deferrals of pay, while the present temporary deferrals for officers will also be eliminated. Deferrals for unmarried airmen will be standardised at the following monthly rates, but will automatically be reduced or eliminated where voluntary assignments exceed these amounts: Warrant Officer I \$40.00 a month; Flight Sergeant ... 15.00 - Cpls. and below ... 10.00 -

Tradesmen, classified in group "A" in Canada, will receive the Canadian rate of pay for that classification no matter how they may be grouped after arrival overseas. The same principle will apply to all groupings under RCAF regulations, irrespective of their RAF group allocation.

No longer will the ranks have to burn the midnight oil to figure out what they should be getting according to their RCAF entitlement and to reconcile it with what they are actually receiving from RAF sources.

The change will be an important step in the policy of the RCAF, and it will also lighten the bookkeeping load of the British Air Ministry and transfer much of the accounting work to

W/C TRUSCOTT KNOWS AIRCRAFT

This C.O. of a Canadian Squadron Has Had Wide Experience as an Engineer and Pilot

BEING too accomplished in certain phases of his Air Force career has been a factor in keeping W/C G. G. Truscott, of Moosomin, Sask., occupied in Canada for almost three years of war. However, his opportunity to go operational overseas has come at last, and he is now in command of an RCAF squadron of Coastal Command flying long-range fighters.

An engineer by profession, his services were thus utilised by Ottawa, for the greater part, although latterly he had been posted to the Atlantic seaboard.

In 1923 he enrolled in Royal Military College. His class of that year contributed W/C Paul Davoud, a leading night-fighter; W/C "Jud" Kennedy, who has seen wide service in the Far East as well as in Europe; W/C Don Blaine, of the training division of RCAF Headquarters, Ottawa; and S/L Vaughan Corbett, D.F.C., a veteran of the Battle of Britain.

Truscott went to Camp Borden in the fall of 1932, and obtained his wings in June of 1933 as a provisional pilot officer. He registered at the University of Saskatchewan in the Faculty of Engineering. His course was threatened with



W/C G. G. Truscott, of Moosomin, Sask., with W/O E. H. McHardy, D.F.C. and Bar, of the RAF, whom he superseded as C.O. of an RCAF twin-engine fighter squadron of Coastal Command. (Official RCAF Photograph.)

abrupt interruption when he was called up by the RCAF as flying officer. He obtained leave of absence to finish his course and he gained his degree in mechanical engineering while still on leave.

His first posting was to RCAF Headquarters in Ottawa, where he went into the Engineering Division.

In the spring of 1936 he joined the test and development establishment maintained by the RCAF at Rockcliffe. He tested about everything that

was testable. He thus acquired an intimate knowledge of the many advances being made in aviation. It was February, 1931, before he got a posting elsewhere. During his last year at test and development he commanded the unit, with the rank of squadron leader.

He went to Sydney, N.S., to take command of a bomber reconnaissance squadron in the Eastern Air Command. Under his control also was a seaplane base nearby.

He moved between Halifax and Ottawa after 14 months at Sydney. He later came overseas and took a refresher course at O.T.U. Then he was appointed commanding officer of an RCAF long-range twin-engine fighter squadron.

Truscott has been married four years, his wife also coming from Moosomin. At present she resides in Ottawa with her two small sons.

Truscott's squadron not only gets a well-trained commanding officer, but one who knows aircraft from every angle—as engineer as well as pilot.

As to the number of types of aircraft he has flown he admits, "Perhaps 40, perhaps 50. I just can't say offhand. There's been plenty of variety going in and out of Rockcliffe since I was posted there."

"And," he added, "don't think that they're not getting better and better fast."

COMMISSIONED

It is announced by RCAF Overseas Headquarters that the following airmen have been commissioned as pilot officers: L. E. Levis, Bramville, Ont.; R. Davidson, Winnipeg; W. T. Oliver, Toronto; R. R. Flynn, Vancouver, B.C.; V. D. Arliss, Colorado, California; A. Bardale, N.B.; H. J. Ross, St. Catharines, Ont.; J. M. Horne, Montreal; I. A. Ledford, Winnipeg; D. B. White, Lakeside, Ont.; R. J. S. Dawson, West Summerland, B.C.; K. A. Holmes, Seven Sisters Falls, Ont.; O. B. Gallagher, Toronto; O. W. Young, Toronto; J. D. Mackenzie, Winnipeg; W. W. Kennedy, Toronto; P. E. T. Townsend, Balmston, Sask.; L. A. Carley, Rutherdale, Sask.; R. L. Clearwater, Weyburn, Sask.; J. D. Bunting, Regina, Sask.; R. E. Hall, Kinrossville, Ont.; E. Leish, Toronto; W. H. McGregor, Port Arthur, Ont.; F. A. White, Hunst Co., Scotch Village, N.S.; J. R. Brown, Vancouver; A. Boulton, Ardlath, Sask.; R. O. Clarkson, Toronto; O. R. Down, Charlottetown, D.E.I.; J. M. Taylor, Vancouver, B.C.; O. E. Emper, Erwood, Sask.; J. G. Coles, Brandon, Sask.; H. Forrest, Winnipeg; R. M. McDonald, St. Andrews West, Ont.; J. Fallis, Montreal; C. A. M. Polyzou, St. Abonute, P.Q.; J. C. Brown, Toronto; F. E. I. Hunt, Toronto; J. I. Musmann, Tyron, Sask.; R. H. Little, J. M. Drake, L. E. Oresor; E. A. McKnight, K. A. Mendenhall; H. W. Howlands; E. M. O'Donnell; W. M. Bishop; L. J. Honan; J. J. A. Field; L. E. Lunde.

BACK PAY KITTY

Three fighter pilots—still wearing khaki battledress—who have recently returned from the Middle East, are P/O Harry Blackburn, of Dundas, and Sgts. Joe Edwards, of Regina, and Joe Neville, of Douglas, Ont.

A surprise awaited Blackburn on his return. Reporting at H.Q. for some deferred pay, he was informed that he was no longer a sergeant. His commission dates back to his wings parade in Canada—a matter of 300 bucks back pay.

All three hope to be posted to a Typhoon squadron.

MID-UPPER GUNNERS

A number of mid-upper gunners who graduated in Whitleys at O.T.U. and are now taking a conversion course in Lancasters include: Sgts. E. R. Foster, Brantford, Ont.; Pingle, Toronto; "Cherry" Richmond; and "Gooch" Rennie, both Ontario men.

RCAF accounting establishments to be set up in the United Kingdom and abroad.

From this brief resumé of the changes that are to be effected, RCAF personnel will readily appreciate from these remarks how important it is that every RCAF officer and airman should always be in possession of his Service and Pay Book, and, if on May 1 any officer or airman is without this document, then he should make immediate application through his unit accountant officer.

There are still details to be worked out to get the plan working smoothly from the start and teething troubles are inevitable, but barring unforeseen difficulties it should be in effect as from May 1. Many irritating accounting difficulties all ranks have experienced in the past in clearly determining how much they are entitled to will automatically be removed when the new system becomes established.

An A.M.O. in detailed explanation as to the accounting arrangements and procedure involved by this change in pay policy is in the course of promulgation. And commanding officers have been requested to bring its contents to the attention of all RCAF personnel under their command.

NIGHTFIGHTERS ELUDED BY CREW CO-OPERATION

Retained Bombload to Drop On Stuttgart Despite Evasive Action The Stirling was on the way to Stuttgart when it met a carnival that provided more fireworks than anything Ringling ever had to offer. In the Stirling were three Canadians, viz., Sgt. Ernie Halding, Vancouver, the pilot; Sgt. Harold Sobel, Toronto, the rear-gunner; and Sgt. Len Nutk, Montreal and Glace Bay, N.S., the wireless operator.

Before their night's work was done they had evaded attacks by four nightfighters, bombed their target, were subjected to flak fire, and were commended by their Winco for clinging to their bombs throughout the fighter action. The record of their achievement is kept at Group Headquarters as a classic example of perfect crew co-operation.

Sgt. Nutk was the first to know fighters were in the vicinity. He had barely passed the warning over the intercom when Sgt. Sobel announced the presence of a Ju.88. The warning was underlined, because a few minutes before the crew had seen another Stirling spin down in flames, apparently the victim of the Nazi carnival.

A few minutes later two other enemy nightfighters sped in from each corner. The rear-gunner shouted instructions to the skipper, who took violent evasive action. There were five attacks in all before the attackers left.

The Stirling continued on to Stuttgart, where it dropped its bombload. On the way out it was attacked by a Focke-Wulf. Further evasive action followed, the skipper and the tail-gunner again co-operating. So successful were they that in none of the four attacks were they hit by the enemy's fire.

The antics of the bomber had put the compasses u/s, and on the way home they found themselves over Paris. A huge flak shell burst beneath them, lifting the Stirling. The bomber scurried away and returned to base, an hour and a half overdue.

THREE KILLS

(Continued from page 1) poured in one burst at an enemy fighter from an angle, and observed strikes to get credit for a damaged. F/L R. A. Buchan, of Vancouver, and F/O N. A. Keene, of White Rock, B.C., shared a probable. They attacked from the rear and went close in before firing.

"We were both shooting at about the same time and from behind," Keene said. "We could see chunks fly off the hood and side of the cockpit, and he started to go down with smoke coming off."

CASUALTIES

For the week ending April 6, 1943:

KILLED IN ACTION. R. Marsden, Sgt., Yorkshire; J. B. Ferris, P/O, Wawanesa, Man.; K. W. Johns, P/O, Montreal; L. E. Hilland, Sgt., Calgary; J. W. Wheeler, Sgt., Port Arthur; L. H. Curphey, P/O, St. John's, N.B.; H. L. Gill, D.F.C., W/O, South Devon; B. G. W. H. Eber, P/O, Cape Bar, Ont.; B. Vogel, Sgt., St. Thomas.

MISSING, BELIEVED KILLED IN ACTION. G. E. Campbell, Sgt., Hamilton; D. R. Dewar, Sgt., Toronto; C. A. Gruchy, Sgt., Strathroy, Sask.; A. M. Reynolds, Sgt., Windsor; A. W. Stevenson, F/S, Toronto; F. R. Verrick, Sgt., Vancouver; R. L. Alexander, P/O, Dryden, Ont.; W. K. Ferguson, Sgt., St. Catharines, Ont.; R. Harris, P/O, Ottawa; J. A. Moore, F/S, Ottawa; A. A. Power, P/O, Kamloops, B.C.; A. M. Stinson, P/O, St. John's, N.S.; J. R. White, Sgt., Kintyre, Sask.; C. B. Featherstonhough, Sgt., Winnipeg; L. C. King, Sgt., Ottawa; E. B. Smith, Sgt., Montreal; Sgt. Meilor, Sask.; D. Mann, Sgt., Montreal; J. W. Smith, Sgt., Vancouver; R. E. Wilson, Sgt., Edmonton; H. M. Taylor, Sgt., Weston; W. S. Mizen, Sgt., Toronto; J. A. Rae, P/L, Calgary.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. R. D. Duxton, Sgt., Dresden, Ont.; R. D. Lindsay, P/L, Saskatoon.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. W. E. Alexander, F/S, Trinidad; E. W. Baker, F/S, Hazelton, Alta.; L. H. Dearlove, Sgt., Toronto; R. A. C. Deppa, P/O, Regina; G. A. McKee, Sgt., Millburg, Ont.; R. P. Shannon, F/S, London, Ont.; D. L. Moulds, Sgt., Ottawa; J. R. Arsenault, Sgt., Windsor; J. L. Balvin, Sgt., Toronto; J. E. Gardner, Sgt., Lacombe, Alta.; C. D. Donald, Sgt., Vancouver; G. M. Duda, Sgt., Seattle; L. E. Gilpin, Sgt., Toronto; H. F. Gerry, Sgt., Holden, Alta.; P. Larson, Sgt., Sask.; R. D. Maynard, Sgt., Unionville, Ont.; J. E. Prince, Sgt., Vancouver; C. R. Pringle, F/O, Vancouver; H. C. Reynolds, P/O, Windsor; D. R. Roberts, Sgt., Vancouver; W. H. Seward, Sgt., Coal Creek, B.C.; F. A. Sullivan, Sgt., Sudb. van Station, B.C.; J. A. R. T. Aulair, Sgt., Rouville, Que.; J. H. A. Bellevue, Sgt., St. Catharines, Ont.; W. A. McEwen, Sgt., Coburg, Ont.; D. A. Brand, Sgt., Alberta, B.C.; W. E. Douzglas, Sgt., Toronto; P. P. Faher, Sgt., New York City; L. H. Hall, Sgt., Lachine, Que.; J. L. McCannell, Sgt., Calgary; G. J. Raby, Sgt., Toronto; E. S. Saranto, Sgt., Montreal; D. B. E. Skinner, Sgt., Vancouver; E. McL. Tew, P/O, Hamilton; G. Weston, Sgt., Toronto; G. Wood, F/O, Toronto; R. C. Alderson, Sgt., Toronto; R. Archer, Sgt., Toronto; W. Arza, Sgt., Toronto; M. J. W. Harron, Sgt., Toronto; M. J. Kelly, Sgt., North Bay, Ont.; K. H. Mount, Sgt., Montreal; R. E. Oswald, Sgt., Hamilton; S. Trowbridge, Sgt., Hamilton, N.S.; A. Wilson, Sgt., Dillie, Man.

MISSING. W. B. Anderson, P/O, Craigville, Alta.; F. J. Delaney, Sgt., Toronto; L. W. Girling, P/O, Rapid City, Man.; W. A. Black, P/L, Vancouver; R. P. Campbell, P/S, St. Peter's, N.S.; R. W. Armitage, P/O, Victoria; K. C. Curtis, Sgt., London, Ont.; W. J. Demester, F/S, Toronto; G. H. Hoyt, Sgt., Carlton; C. J. Hutchinson, F/S, St. James, Man.; E. C. Lawrence, Sgt., Toronto; T. T. Lundberg, P/O, Toronto; R. J. Lyon, F/S, Stour Falls, N. Dakota; F. T. Mattison, F/S, Toronto; D. K. Middleton, P/L, Revelstoke, B.C.; H. N. Macpherson, Sgt., Edmonton; J. L. Sparling, Sgt., London, Ont.; J. R. Stewart, Sgt., Port Arthur; F. C. Stewart, Sgt., New York City; F. H. W. Traver, Sgt., Ont.; J. G. L. H. Baker, Sgt., St. John's, N.S.; A. Dunn, F/S, Riverview, Ont.; R. C. Dyer, F/S, Lebrat, Sask.; R. C. Fontaine, Sgt., Hamilton; A. D. Fazio, Sgt., Montreal; R. T. Hambidge, P/O, Peterborough, Ont.; H. A. Marton, Sgt., Brooklyn; V. A. Mueli, F/S, St. Maria, Ont.; W. G. Murphy, F/S, MacLeod, Alta.; C. H. Powell, Sgt., Ottawa; A. M. Ward, Sgt., Calgary; D. A. Watson, Sgt., I. H. Yodell, F/S, Winnipeg; C. J. Bennett, P/O, Vancouver; J. E. Bradley, F/S, Man.; E. J. F. Dunand, F/O, Val d'Or, Que.; R. Dunphy, Sgt., Stour, Ont.; G. D. Fitzgibbon, P/O, Fort Erie, Ont.; S. J. Gevelly, Sgt., Toronto; C. W. Heston, Sgt., Edmonton; E. C. Kennedy, P/O, Macmillan, Sask.; J. B. Kerr, P/O, Toronto; J. J. Lemke, Sgt., Regina; H. M. Lewis, P/L, Edmonton; L. C. McLennan, Sgt., Edmonton; H. M. Master, F/S, Toronto; D. C. Marshall, Sgt., Vancouver; A. C. Olson, Sgt., Winnipeg; L. W. Phillips, Sgt., Vancouver; I. C. J.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. R. D. J. MacDonald, LAC, Stockholm, Sask.

WOUNDED OR INJURED IN ACTION. H. W. Yates, Col., Victoria, B.C.

DIED ON ACTIVE SERVICE. A. J. Brownlie, Sgt., Coedean, Alta.; D. G. Mel, Thomson, Sgt., B. H. Y. Lechvre, P/O, Leval, Alta.; J. M. McCaugh, Sgt., London, Ont.; J. McH. Wood, Sgt., Santa Monica, Cal.

DIED OF WOUNDS RECEIVED ON ACTIVE SERVICE. H. W. Yates, Col., Victoria, B.C.

WOUNDED OR INJURED IN ACTION. A. L. W. Watt, F/S, Preston, Man.; E. E. Weitzler, Sgt., Regina; J. S. Patterson, F/S, Saint John, N.S.

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INDIAN MONEY NOT SO HARD

Thousands of Canadians Getting Along Okay In Orient

Canadians in ever-growing thousands are now serving with the RAF in India, Ceylon and on the Burma front.

Many things are strange to the boys newly arrived in India, but the money situation is one they "get on to" soonest. Chaps like Sgts. A. W. Strang, J. C. Stevens and F. A. Woodrow, all of Toronto, Sgt. R. E. Sexty, of Saskatoon, and Sgt. F. E. MacDonald, of South Nelson, N.B., fighter pilots who have recently come to India, found it difficult at first. They had just become used to converting dimes and two-bit pieces into shillings and pence when they were posted to India, only to be confronted with rupees, annas and pice. To-day they are expert money changers and think no more of a square two-anna piece with the corners rounded off than they would of a dime.

Sgts. W. D. Gosling, of Hamilton, F. M. Honre, of Timmins, Ont., and J. L. McManus, of Toronto, are now attached to the India Command of the RAF.

A large group of Canadians have been on active service on four continents during the past year. Among the group are three Albertans, F/S V. B. Beatty, of Claresholm, Sgt. C. B. Smith, of Drumheller, and Sgt. D. A. Watt, of Edmonton.

This group left Canada last spring, and landed in summer in the British Isles. In the fall they sailed and stopped in South Africa, en route to India. They are now enjoying their third summer in twelve months, having missed winter in all four continents.

HALIFAX CONVERSION

Those taking the present course include F/O Ted Nurse, a skipper from Newfoundland; and Sgts. "Lefty" Lang, a rear-gunner from Manitoba; Max McCurdy, a mid-upper gunner from Alberta; and Sgts. Stan Brvant, of Edmonton; Jack Box, of Calabogie, Ont.; Bob Booth, of Winnipeg; and "Red" Menzies, an Ontario man, all flight engineers.

BOOK REVIEWS

"Wings of Destiny." By the Marquess of Londonderry. 12s. 6d. Published by MacMillan and Co., Ltd.

The author, when Secretary of State for Air, learned to fly at the age of 53. From the end of the last war up to a few years before the present conflict he was intimately connected with the development of the Royal Air Force. He describes from first-hand knowledge how after 1918 the Air Force languished owing to public apathy, political intrigue, depression, peace conferences and disarmament proposals. It was, he says, due only to the untiring efforts of men like Viscount Trenchard, Marshal of the Royal Air Force, that the RAF was able to produce its heroes who saved civilization in the Battle of Britain.

You may not agree with the Marquess of Londonderry's political views, although in these, too, he gives you the other as well as his own opinion. For instance, you may believe, like Winston Churchill, that Germany always intended to launch a second world war, rather than with Lord Londonderry that the Nazis could have been tamed by a blend of diplomacy and a show of force. Nevertheless, you will find it of interest to read how the author and his associates held to their policy of keeping the identity of the RAF separate from the other Services and building it up to the strength of a first-rate force.

"Wings of Destiny" is a readable book that will be of interest to everybody and especially for its historical value to men who are interested in the Air Force as a career.

"French-English English-French Dictionary of Technical Military Terms," By Albert Noblet. 5s. Published by Crosby Lockwood & Son, Ltd.

For all its heavy-weight title here is a lightweight book that would fit comfortably into a waistcoat pocket if airmen had waistcoats. Compiled by a former French instructor at Sandhurst, the book's lists of translations are supplemented by glossaries of military slang and abbreviations in both languages. Canadians will find some of the British Army slang faithfully reported, bizarre and amusing. But seriously this is a handy book that French as well as English Canadians will find useful—and, perhaps, indispensable.

FLAK HIT FAILS TO STOP ENGINE

Souvenirs of bombing ops. In the form of flak pieces which landed in their aircraft are owned by many Canadian bomber air crew. The daddy of them all to date is the one the gremlins stuck in the starboard outer engine of P/O Andy Harding's Stirling.

Andy, a Galetta, Ont., man, was flying back from a satisfactory attack on Hamburg. The port inner engine suddenly cut and caught fire. He put the flames out, feathered the engine and brought the bomber safely back on the other three. When the ground crew removed the cowl, the port inner practically fell apart.

Oddy enough, the two-and-a-half pound flak bit he is saving as a souvenir turned up in the starboard outer engine, which had functioned perfectly.

Holes were also found in the bomb-aimer's position—he was at the front turret guns at the time—and two pieces ripped into the kite near the navigator and wireless operator. Luckily, no one was hurt.

Smith, Sgt., Regina; W. W. Wallace, Sgt., Filmore, Sask.; R. H. West, F/S, Sherbrooke; Que.; I. M. Fairs, F/O, Westmount, Que.; L. Fraser, F/S, Winnipeg; J. E. Galbraith, Sgt., Calgary; R. D. Hann, P/O, Calgary; G. D. MacDonell, P/O, New Glasgow, N.S.; E. McDermott, F/S, London, Ont.; O. W. Stone, Sgt., Kenocky; M. J. Sunstrom, F/O, Lacam, Sask.; D. H. Watt, Sgt., Scudder, Ont.

DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION. A. J. Brownlie, Sgt., Coedean, Alta.; D. G. Mel, Thomson, Sgt., B. H. Y. Lechvre, P/O, Leval, Alta.; J. M. McCaugh, Sgt., London, Ont.; J. McH. Wood, Sgt., Santa Monica, Cal.

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SHORT SQUADRON FLASHES

FIGHTER STATION WINS SPORTS CUP

Teams from one of the fighter stations from which the RCAF Spitfire wing operates carried off the sports cup presented annually by the A.O.C. of the group with which the wing is serving. Three games constituted the play-offs—one game each for field hockey, soccer and English rugby, and the finals were held Monday, March 29.

Although all three games are strictly English in character, two Canadians played in the rugby team. The winning station is commanded by W/C W. A. "Iron Bill" McBryan, and the two rugby enthusiasts are F/L R. N. S. Whalley, of Sydney, N.S., station administrative officer, who captained the team, and Cpl. Bob Gornell, Victoria, B.C., both of whom played rugby in Canada.

Their team won by 13-3, all three tries scored being touched down by an RAF member of the team. The soccer team squeezed out a 1-0 victory; the hockey men, sad to say, lost.

The cup is now resting proudly in its new home; F/L Whalley is cherishing fond memories of the game and of the ensuing celebration, but cannot be persuaded to decide whether the large chunk chipped out of his nose was a direct result of the game itself or whether it happened later in the proceedings.



Aboard a troopship in a British port are these five members of RCAF ground crew who arrived in a recent convoy. Back row: LAC J. C. MacKay, Prince Albert, Sask.; LAO B. S. Gallizine, Montreal; AC1 C. L. Longmate, Drumheller, Alta. Front: LAC O. J. Marvin, Toronto; LAO Jack Diamond, Montreal. (Official RCAF Photograph.)

HEALTHY SQUADRON

By P/O J. W. SANCTON

SQUADRON LEADER Eugene L. "Jeep" Neal, D.F.C., of Quebec City, commands a healthy squadron. This is the only conclusion to be drawn from the week's jottings around this famous Canadian fighter outfit's messes, barracks and dispersals.

F/L E. L. "Doc" Thorne, of Charlottetown, P.E.I., who tells us a Canadian is a rare sight on his sick parades, has three enterprising medical orderlies, Cpl. W. C. "Bill" Bow, of Weston, Ont., and LACs S. G. MacKenzie, of Dartmouth, N.S., and W. A. Barber, of Aylmer, Ont. This trio have organised P.T. classes, and stellar pupils are F/S Maurice Jacques and Sgt. Fred Potts, of Montreal; Sgt. Syd Cope, of Toronto, and Cpl. Norm Thompson, of Revelstoke, B.C. An early morning run round the perimeter track is said to have been on the curriculum.

When not so engaged the squadron's men in white may be found bringing the joys of Palm Beach to such types as F/Os R. L. Orpen, M.M., of Lachine, Que., and J. H. Barclay, of Watrous, Sask., and P/Os P. W. "Jimmy" Flinder, of Montreal, and S. C. "Slim" Cosburn, D.F.C., of Calgary, by means of the sun lamp. Orderly rooms and hospital pallors are giving way to deep nut-brown tans.

Another factor contributing to the general healthfulness of the outfit is the ascendancy of softball and even field hockey, in which rivalry abounds between flights from F/Ls "Blitz" Grant, of Brockville, Ont., and G. B. "Scotty" Murray, D.F.C., of Halifax, N.S., down to such team mainstays as AC1 F. L. "Tiny" Mahoney, of Lachine, Que.

Finally, someone suggests that the paucity of Canadian mail and consequent dearth of smokes contributes to general well-being. That may be, but our whole contention about current good health is proved by two sole notable exceptions, and they're both from Toronto: S/P D. E. Johnson, recovering from a flirtation with pneumonia, and F/S A. C. "Loolo" Lewis-Watts, suffering from a bad case of common sniffles.

Latest arrivals, on hand in nice time to share in this bouncing physical state, are five more welcome pilots: F/O H. K. Hamilton, of Toronto; W/O J. A. Wilson, of Hamilton; F/S R. W. Lamont, of Toronto, and G. M. Snodice, of Chesley, Ont.; and S/P R. J. Buckles, of Whitevale, Ont., take a bow!

THORNELOE'S HORSE

SOMEHOW or other the topic of the conversation turned to horses, but Cpl. Geoff. Morrison and LAC Timothy "Hard to Port" Thorneloe were not a bit nonplussed when the ladies admitted that they owned a couple of thoroughbreds. After all, Thorneloe's dad back in Canada has the only three-legged horse in the world. Though thousands of people, literally thousands, have doubted Thorneloe, but he has a picture to prove his nightmarish.

Morrison was in London with Cpl. D. "Red" Hillen, who is blamed on the squadron for the shortage of Canadian mail, on an abbreviated four-day leave.

LAC "Wally" Walpole, the piano king, is now on sick leave. "Wally" was in hospital for a

NO ONE BEATS 120%

By F/L PETE MARSH

AFTER two weeks allience we manage to squeeze a little news out of W/C L. Crooks, D.F.C., squadron, better known as the "Gen Gang," in this neck of the woods. The most momentous bit of scandal for the week is the posting of our engineering officer, F/L W. "Robby" Roberge, of Ottawa, who has helped to build the squadron up from a mere nothing to its present position, where we continually show a serviceability of 120 per cent, which we aren't afraid of anyone beating.

Plenty of new arrivals to swell our ranks these days, and we are glad to welcome them all. Amongst those to be seen swelling their chests at being members of the "Pukka Boys" are: LACs L. C. Cullen, Vancouver; W. Chapman, Jarvis, Ont.; W. H. Clarkson, Toronto; N. Dokken, Foster, Sask.; J. R. Flint, Toronto; C. R. Fisher, Bass River, N.S.; Cpl. C. Grisaff, Hamilton; LAC F. Langdale, Mayerthorpe, Alta.; AC1 S. L. D. McCulloch, Three Rivers, P.Q.; R. Mody, Aylsham, Sask.; A. E. Peeling, Bruce Mines, Ont.; H. J. Reid, Hamilton; F. P. Durell, Gilroy, Sask.; and W. T. Fawcett, Vancouver.

Amongst new air crew arrivals are P/O H. V. Malone, Vancouver; P/O J. J. Thurmer, Southey, Sask.; Sgt. Don Hamilton, Raynordton, N.S.; Sgt. Gerry Ailletter, Cheminus, B.C.; Sgt. Bob Greive, Sparkhill, Birmingham; Sgt. Tom "Plinner" How, Montreal.

Congratulations are long overdue to LAC, now Cpl. J. A. Gauthier, of Montreal, who has been sporting a couple of brand-new hooks for the last week or more. Nice going, corp.

Also honourable mention to our new "chiefs," Sgt. J. D. Sauve, who has just put up his crown. (Cornwall papers please copy.)

Nothing much more this week. Cpl. S. Tolleson, our "Goon" man, has just returned from a well-earned leave and is looking very pleased with life. Cpl. (Shadow) Don G. Patterson, of Toronto, can be found by mail c/o RCAF Base P.O. by anyone wishing to write summonses or friendly letters to him.

So long now, gang. Anyone wondering why I look so worn out these days can put it down to that unaccustomed weight on my arms.

Editor's Note: Congrats, Pete, may the weight grow heavier and heavier.

WELCOME, CANUCKS

By LACs DOUG HAROLD and GEO WOLFF

THIS squadron really drew dividends in the sorting out of the latest contingent of Air Force personnel from Canada. Electricians, Instrument Reps. and Gun Armourers formed the largest and most welcome part of those posted in. Introducing the new members of the three sections mentioned we have:

Electricians: Cpls. Fred Belcher, Perdue, Sask.; Bob Bogle, Britannia Beach, B.C.; and Sammy Binder, Toronto; LACs Sam Carullo, Rochester, N.Y.; Tom Howard, Windsor; and AC1 Bill Archambault, Montreal. Instrument Reps.: Cpls. Lew Watters, Bob Webster and LAC Bill N. Smith, from the Queen City; LAC J. A. Wright, McLeod, Alta.; and AC2 H. F. Miles, Vancouver. Armamenters: Cpl. Clarence Corbett, Fort William; LACs Holly Burne, Vancouver; Don Brown, Bu'Appelle, Sask.; T. R. Brown and Chuck Burns, of Halifax; Frank Blackwell, Rossland; and AC1 Art Blake, Montreal. Round-up of the draft are representatives from Ontario: Cpls. Bill Cook, Courtland; Jim Crawford, Cardinal, and W. G. Rea, Toronto, with AC Dick Pearson hailing from Trenton.

Maritime LACs Jack Burns, Blackville; Lennie Burris, Old Barns, and Al Burke, Richmond Co., C.B., Quebec City, Islay, Alta., Regina and Winnipeg contribute LACs Georges Bussieres, Dave Buchanan, Claude Browne and George Burton respectively. Now that Vancouver's man-about-squadron, Tony Cornish, has attained commissioned rank (congratulations extended), they with rings on arms should be able to get a gander at the latest styles in officers' dress. Just one request Tony—Pu-lease! not too many pleats.

A recent welcome visitor to the Swordfish lair is S/L Bruce Millar, Canadian padre from Toronto, who arrived in this country with a large contingent of Air Force personnel a few weeks ago. He and F/L "Suds" Sutherland were schoolboy pals in Canada more years ago than they wish to admit, and more recently were fellow officers at No. 1 M. Depot, Toronto, last year, so, as can well be imagined, they had quite a reunion. The padre has quickly established himself with all ranks as a real fellow. Here's hoping that we see plenty

OUT IN THE STICKS

By LAC N. L. D'ARCY

OUT in the sticks again, that's us. Everybody wishing for the "big city" and hoping we'll return to it soon. Yep, we're on the move again, and at present are right back where we started from. We're miles and miles from any sizeable town and, transportation being what it is, the NAAFI and messes are working overtime. However, we've done it before, and can do it again. A little hibernation won't do any harm, anyway—as long as it doesn't last too long.

The break with the Echelon was the worst part of the move. They've been with us right from the start, and it was almost like breaking the Squadron up. The latest word says they aren't dying yet; in fact, they're just as glad to be where they are. Don't we envy them!

A dance about a mile and a half down the road drew the crowd last Saturday night. There's a pub down there which can only be reached by crossing a brook. Although nobody's had a swim yet, the bets are running high as to who will be the first. Old-timers say that during the first stay at the Station, it used to be quite the place to cool off.

P/O Bruce Innes, of Battleford, Sask., was off to London yesterday. He has just been commissioned and has a little shopping to do. P/O F. C. McWilliams, of Vancouver, B.C., is on Bruce's visiting list. Hope "Mac's" in good condition for a little celebrating. He celebrated his own commissioning a few weeks ago, and has since been posted to another squadron.

A couple of new promotions lately. Cpl. "Punchy" Self has finally done it. After five clear weeks of square bashing and book larnin' he says he earned it. Another new Corporal is Ken Duffin (London, Ont.), of Pay Accounts. Congrats!

We welcomed a strong addition to our ranks. Direct from Canada, and they consider themselves lucky to be members of "the Canadian Squadron." (Ahem!) They were initiated into Squadron functions by being privileged to attend church parade last Sunday. That's a good clean start. They are now happily employed in the various sections of the Squadron. Here's wishing them a pleasant stay.

New pilots are flooding into the Squadron these days. It's getting so we have to hunt for the old members. Among those posted in and welcomed are: P/O B. W. Clarke, of Edmonton, Alta.; P/O J. C. Elliott, of Toronto, Ont.; P/O W. C. Lawrence, of Pittsborough, U.S.A.; P/O C. R. Drummond, of Montreal, Sgt. L. Woloschuk, W/O W. G. O'Hagan, of Montreal, Sgt. D. E. Lauder, Port Colborne, Ont.; Sgt. C. J. Erneulen, of Dryden, Ont.; and Sgt. J. A. MacLeod, of Halifax.

Sgt. Ernie Bishop, of London, Ont., was down visiting us a few weeks ago. He's sprouted a wing and looks like a million bucks. "Bish" used to be our Mailman and had a great time renewing old friendships.

Our former Adjutant, F/O H. R. Yeandle, is on S.H.Q. of this station, and there has been a steady stream of visitors for him. He wouldn't come down to see us, so we came up to see him. To finish off with, one of the happiest sights to be seen on the Squadron is the way our aircrew hopefuls, LAC "Chris" Hagerman, of Calgary, Alta., and AC1 Warner, of the U.S.A., keep marking the dates off on the calendar. "Chris" figures he has only about three months to go.

At the present time our able C.O., S/L D. G. Malloy, is away on leave accompanied by F/L I. G. Kettle. While he is away F/L J. D. Hall, "B" Flight Commander, is pinch-hitting for him.

long time with a broken ankle that seemed unwilling to mend. He stopped in at the unit long enough to prove he had not forgotten how to bring musical notes out of a piano.

LAC Manigold can't find anyone to explain satisfactorily to him why N.C.O.s should travel around on luxurious bicycles while common run-of-the-garden erks like himself have to walk. LACs Cameron and "Six O'Clock" Lewis returned from a Commando course with their legs worn off to the knees.

F/S "Buttercup" Warcup has returned from Malta and dropped in on the old gang to see who and what was new.

It's a new Easter suit for F/S Wally Dunsmore who has just been promoted to commissioned rank. "My, Wally, but your purty."

F/S "Left Jab" Thomas, beloved disciple (the only one of his kind in or out of captivity), is certainly taking down his waistline on that P.T. course.

It has been officially recognized that it rains in England. Thanks to the fighting spirit of our fighting stores basher, Cpl. "Irish" Grant, the boys have now been issued with raincoats and tin cups. Maybe those tin cups will be useful after the war, too.

DEMI-MOUSTACHE

By ARKAYDEE

SOUNDS of thumping and banging, grunts and groans of anguish were heard emanating from the Adj.'s office the other day, and just as a few of the more courageous of the staff were about to investigate, that brand-new "ex-F/O" A. C. Raine, Brampton, Ont., appeared, exhibiting a somewhat lop-sided appearance due to one side of his moustache having been deftly removed. Among the tonsorial artists of the "initiating party" (it is alleged) were S/L D. H. "Del" Kenney, St. John; P/O J. D. "Dickie" Dickson, Hampton, N.B., and other unidentified "commissioned personnel" of the unit. It is understood from spectators that S/L Kenney nearly disconnected P/O Dickson's left leg, as he was labouring under the assumption that the limb was part of F/L Raine's undercarriage. Everyone seemed to have recovered an hour later, although F/L J. D. "Holmann" Snider was still out of breath.

The usual ration of "Congrats." is in order for the two new P/Os, ex-F/Ss B. F. "57" Helntz, Regina, and J. R. Fry, Jordan, Ont., along with sufficient clothing coupons to attire themselves with raincoat and bedding holders of the King's commission.

The "more the merrier" say we, and extend a hearty welcome to the brand-new "Moosemen" who arrived here recently from Canada.

"Mooschin" around the Moosemen" this week we noticed: LAC F. "Frankie" McQueen diving into the airman's mess at precisely 07.59 hours yesterday morning; F/S A. G. "Al" Carleton, Edmonton, tripping the light fantastic with a pretty partner at the airman's "Thursday Night Jive Session"; LAC J. "Jimmy" Henderson, Collin, Alta., wheeling a tractor out to "A" Flight with Sgt. E. G. S. "Smitty" Smith, Brandon, hanging on behind for dear life; Cpl. C. "Charlie" Easterman, Ottawa, presiding over the lame, the halt and the blind on morning sick parade; LAC W. C. "Charlie" Trudeau, Swan River, Man., with kitbags, packsacks, helmet, water-bottle, etc., hanging from him, doing his weekly "billet-change" (claims it's the Arab in him); LAC R. J. "Timmy" Timms, Elphinstone, Man., with his comese buried deep in a cup of coffee in the NAAFI at noon.

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ALSO STOCK UNIFORMS

of your cheery smile and sunny disposition in our midst, sir.

FLASH: WAAFs take over Squadron M.T. Section. Probable sad tidings of future—"One of our vehicles is missing—believed lost," or such like. Our apologies gals, guess we just hated to lose guys like Ontario's Cpl. Stan Townson, LACs P. T. Smith, W. "Peggy" O'Neil, J. Red McArthur, L/II Arthur Woodland, D. Woody Woods; G. Blundy, Bors and Maurics "Charles" Boyer, together with Manitoba's LACs Frank Barker and Willie Lager, Tom Kearns, Quyll, P.Q., and Ev. Somers, Petitediac, N.B.

The introduction of Quiz programs as a relief for "Bingo" on Thursday nights, is proving popular at the K.C. hut.

WELL SATISFIED

By CPL ED. CANCELLA and G. S.

WHEN F/O John L. Whitbeck, Engineering Officer to the Fog-Hogs, comes into the mess and expresses himself as being satisfied with life—that's news! And, believe us, the Maintenance Section have a lot to be proud of these days. The C.O., W/C Fred Rump, commended the lads for the fine efficiency displayed in the recent week's doings, and every member of the squadron may well feel proud of having done his share to bring about our recent successful operations. Also worthy of mention are the captains and crews of the various aircraft involved, viz., F/O Grant Howell and crew of "F," F/L "Brad" Bradley and crew of "E," and P/O Peter Friezell and crew of "H." Nice work, fellas!

Work on the baseball diamond is progressing favourably, and on our last domestic evening the first piece of turf was turned by our genial station Admin., S/L Walker. From there, the lads of the squadron took over, and soon sods were seen flying in all directions. No remarks, pal! All we need now are a few more volunteers and we'll have the diamond "operational" by May 1st. How about it, chaps?

F/O Hal Sinclair and Cpl. Clint Norton are whipping the snooker tournament into shape. Altogether there are sixty-odd participants—so we should soon know who has spent the most time in pool-rooms.

Incident 1 Note.—Anyone in doubt about train schedules in this country (OR in Canada—but never mind that now) don't bother with the R.T.O.—just contact LAC Mendel Greenblatt. The man's uncanny, a walking time-table!

LACs George Hunter and Graham Gawn might check up on those trains into Montreal, for our spy in the Orderly Room informs us that the lucky lads are on their way home. So long, boys. Don't forget to drop in to the "Tic-Toc" for me.

Promotions in the squadron have created a new sergeant in the person of Joe Mendleson, our able (and, thank God, willing) Equipment Handler-Outter. We hear that boys in Rut 142 wept bitter tears when he moved his kit into the sergeants' mess.

Social Notes from All Over—P/O Wenzell ate TEN (repeat TEN) eggs at dinner at Ma Brennan's the other night.

The Grape Vine has it that F/S "Boober" Long is all over his bout of pneumonia, and can be seen walking about the grounds of the station sick quarters these fine days. See you back soon, Bob.

EGG SITUATION

By CPL M. J. SEELEY

AFTER having one and a half eggs for tea (in the mess, too, mind you!) we were reminded to ask Ted Varin, who hails from Brantford, how the egg situation was these days. How near is the farm and what was your job in pre-war days? Were you a travelling salesman by chance?

Little duff or pukka gen from the armoury these days. Bill Rutter is back from hospital again, as is "Nick" Njckerson. Rutter, by the way, tells of being entertained by the Mayor of an English city recently. His Honour was up against stiff opposition, we admit, for 'tis hard to beat an old Montrealer at one of his favourite games. Hal Shillingway, from "Toronto the Good," still fights hard to hold his title as the Squadron's Playboy-Valentino-Gable; Frank Ritchie, also of Toronto, still maintains that less than fifty per cent of all married people are men; Don Tingle, from nearby Kingsville, is "low man with the pastboards at "hearts"—pretty high rating, still, in the other game, though; Bill Rowe, from Gault, occupies his nightly seat in the Station cinema and expounds his theories, between eating and sleeping, on travel, art and antiques; Fred King, of Welland, reads love stories now, and grows grey awaiting word from his honey; Bill Boorman, after four anxious weeks, has that haunted look in his eyes and was heard to mutter in his sleep recently—"38 boats down . . . No, Goebels, no!"

The event of the past period on our RCAF station occurred in the officers' mess. The Red Cross Prisoner of War Drive was opened by the Goose Squadron padre, F/L Ashford, auctioning a dozen eggs and half a dozen lemons for twenty-one quid. This sum started the ball rolling, and at the end of the week 1600 had been raised. From swear boxes in the WAAFERie to Fun Fairs in the mess—on Sunday to Saturday—station life was enriched by a real hum of activity and an orgy of giving.

We met a warrant officer with 25 years' service in the RAF celebrating his and the Service's birthday the other evening. "I have the Service's most envied job," he said. He is station sergeant-major on one of England's biggest WAAF camps. "Imagine being father to hundreds of girls," he smilingly concluded as he refilled our empty lager glass.

The latest arrival at our retreat is a former co-worker and newspaper man, F/O "Vic" Olivier, of Sherbrooke, Que. He is taking a spot of leave after 10 ops, as a navigator on a RAF Stirling squadron.

Talking about many mutual feuds in Canada's metropolises is a happy pastime with a newcomer to England from Montreal, P/O Pierre Bousset, an observer.

MORE "CONVERTS"

After a spell of Whitley flying, the following sergeant air-guns are taking a conversion course for Halifaxes and Lancs.

Bill Ledger, of Toronto; "Doc" Currie, of New Brunswick; Jack Lewis, of Hamilton; Norman Gott, of Victoria, B.C.; Jim Coles, of Niagara Falls; Morton Clay, of Bellwood, Man.; "Mao" McCabe, of Montreal; Gordon Griffiths, of Montreal; "Frenchie" Laurence, of Montreal; Tim MacAskill, of P.E.I.; and Ken MacLees, of Toronto.

JIVE ARTISTS JOIN NATIVES

Cooney and Stewner were in Jam Session in Nigeria

Global war brings all kinds of things, but when it sends a couple of Canadian jitterbugs to celebrate New Year's Eve by joining in a native dance in Nigeria—that's when you realize just how global this war is.

The boys in question, P/O Stewner, D.F.M., of Winnipeg, and Sgt. Ed. Cooney, of Otterburn Park, Que., were on their way back to Britain after taking part in operations in the Middle East.

"It sure was a new kind of jive to me," admitted Sgt. Cooney, who owned up to playing seven different types of tom-tom for dancing natives that night.

Cooney flew in a Wimpy as a wireless operator air-gunner. Many Canadians who had trained with him turned up in the same squadron and, like him, have now completed their first tour of ops. Some of them are Sgts. "Doody" Gray, Montreal; Jimmy Greenshields, St. Anne de Bellevue, Que.; George Lineker, Edmonton; Guy Smith, Ottawa; Jimmy "Orchid" Lawson, Thorold, Ont.; Bill Wildman, Peterborough, Ont.; and Roy Johnston, Charlottetown, P.E.I.

In the course of his operations Cooney flew in 24 raids on heavily defended Tobruk and its harbour. Although he had many "shaky do's" over that target, his closest shave occurred when flying over the desert road miles from anywhere. A sudden burst of ack-ack blew the escape hatch in the middle of the bomber to bits "and ripped the bottom of the kite to hell," in Sgt. Cooney's words. The boys think it must have been a lucky burst from a solitary gun mounted on a patrolling truck.

HUN SEARCHLIGHTS CONE OWN FIGHTER

Just after his Wimpy had unloaded its bombs over Essen, Sgt. J. J. McLean, a tall-gunner from Sydney, N.S., spotted a F.W.190 coming in a straight line astern. It swiftly overtook the bomber but held its fire, the pilot evidently planning a surprise. At about 75 yards McLean opened fire. The Jerry heeled over and nose dived. Nazi searchlights coned their fighter and followed it down into the Inferno of Essen. The Wimpy was hit by flak, the wing was ripped and one engine went dead. The remaining engine did not act well on the long flight home. Over the sea the propeller of the other engine fell off, but the skipper, F/S G. Vandekerckhove, of Winnipeg, landed the bomber safely at the first airport. "Van made a swell landing on one engine," remarked the navigator, Sgt. "Wully" Williamson, of London, Ont.

ON LEAVE

PILOT OFFICER GEORGE BAIN was in town last week edition, was in town last week along with Sgt. Bill Blue, Sudbury, Ont., Sgt. "Red" Wilson, Redwater, Alta., and Sgt. Everett Brown, Bateman, Sask., air crew buddies of his. Bain used to report for the Toronto "Telly," Blue was a miner and munition worker, and Wilson and Brown farmer.

Sgts. "Doc" Hildebrandt, North Battleford, Sask., and "Chips" Mallman, Lunenburg Co., N.S., who are pilot and WAG respectively in the same crew, holidayed around London last week "and perhaps up-country later." In working hours the boys minister to a Hampden torpedo bomber. On his last leave in Canada Sgt. Pilot Tom Barker, of Verdun, Que., ran into an old boyhood acquaintance and has been talking about it a good deal since. The buddy was P/O George Beurling, D.S.O., D.F.C., D.F.M. and Bar.

MUSTANG PILOTS

Just finished operational training forward to getting to an army co-operation squadron is F/O S. P. Brouillette, of Knowlton, Que.

Among other Canadians who have recently started on Mustang courses are F/O R. G. McKessack, of Vancouver; F/O S. A. Prentice, of Collingwood, Ont.; F/O Jack Walts, of Winnipeg; and F/L W. D. McKay, from Rapid City, Man.

FORD'S SQUADRON MARKS BIRTHDAY

The first RCAF squadron to be formed overseas has just celebrated its second anniversary. The squadron, which was formed in the spring of 1941, is distinct from the three original squadrons which came over as complete units.

S/L L. S. Ford, of Liverpool, N.S., commanding officer, recalled in his speech at the banquet that the squadron started off in life with Tomahawks, but was later converted to Spitfires, on which it has carried out all its operational flying. In praise of the work of the ground crews he remarked, "I want to say how much we appreciate the work of the people commonly known as erks. Pilots come and pilots go, but erks seem to go on for ever."

The squadron is now flying the improved Spitfires. The best day's work it ever did was over Dieppe, when it destroyed five enemy aircraft and probably destroyed or damaged many others.

WITH THE R.A.F.

"THEY must be good," is how Sgt. Pilot Chester West of the Ontario London sums up the Typhoon fighter. Only other Canadian pilot on his squadron is F/O "Moose" Evans of Montreal. Ches has been in a few scrambles and sent one F.W.109 in particular back to Naziland badly bent.

Another fighter pilot, F/O "Happy" Hoar of Truro, N.S., has flown Blenheims, Hurricanes and Havocs, and has just finished a Boston course. He has never so much as scratched himself or one of his kites.

Asked if he had heard any "gremlin" or "boffin" yarns lately, Sgt. Pilot Darrell Jones, Wellington skipper from Washington, D.C., said firmly: "No, just believe in them on account of they follow me around."

Sgt. WAG Donald Wolfe of River Hebert, N.S., has been really enjoying a long leave with a week in Blackpool and the rest of his time to date in London, sightseeing, ice-skating, and going to plays and symphony concerts.

"Me?" said Sgt. Jack Patrick, a bomb-aimer from Mt. Forest, Ont. "Nothing's ever happened to me, but let me tell you about some of the guys of my squadron. Why, our squadron is one of the finest..." They must be a good bunch all right if they deserve the build-up you gave them, sarge.

After trucking bombs by air to Berlin, Stuttgart, Munich, Cologne, Nuremberg, Bremen, and other Axis bases, P/O Garth Dundas of the Manitoba Miami, says his record has "no nightfighters, no flak hits, no searchlight coning, and I'm ex-whizzed glad of it."

Seen in the Beaver Club totting half a dozen lurid novels to take back to the station literateurs, F/S Warren Tolar admitted to having had a really good leave. Two other members of his Wellington crew, Sgts. Norman Phibbs and Don Roemelly, come from his hometown, Windsor, Ont., where they were all friends even before enlisting.

That flight sergeant pilot you've been seeing tottering around London strapped to a leather box wasn't moving to new digs. He's a camera addict. Art Webb's the name and Swift Current, Sask., is the hometown.

Saskatchewan livestock fanciers may remember Howard Hunt of Kinistino, Sask., who used to exhibit bovine beauties. He's a sergeant bomb-aimer in a Stirling squadron now. Only other Canuck in his crew is F/O "Cam" Wallace of Woodstock, Ont., the navigator.

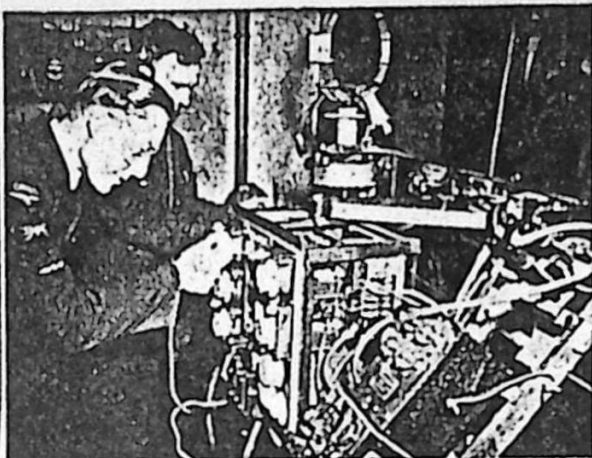
Sgt. WAG Claude Leduc of Montreal is the only French-Canadian on his Wellington squadron and reports he is "always well treated, except I don't get along with the local girls."

Sgt. Bob Taylor, of Newcastle, N.B., a Lanc. rear-gunner, and Sgt. Jimmy Chalmers, of Hamilton, a Halifax WAG, have both visited Berlin on raids recently and report plenty of flak, searchlights and fires.

An RCAFer "attached to" the RAF on a New Zealand Ventura squadron with a Newzlie skipper and Aussie and American WAGs—that's the position of Sgt. Nav. Frank Wilkins, of Edmonton. His interesting civil job used to be travelling around Canada as an outdoor advertising man.

SPECIAL COURSE

A number of radio mechs. who have been taking a "gen" course lately include LACs Frank Smulin, Penticon, B.C.; Sid Ruddy, Fort Saskatchewan, Alta.; Tom Madden, a Westerner; Ron Seaman, Montreal; and Wilf Stone, North Bay, Ont.



Ver-ee intricate, ver-ee intricate! But LAC H. C. Mann, of St. Mary's, Ont., in the foreground, and LAC H. Lanty, of Toronto, know what each knob is for. They're radio mechs. (Official RCAF Photograph.)

WITH THE RADIO MECHS

VISITING FIREMEN

"WHEN Greek meets Greek"—conniving is said to ensue; but when two ex-insurance salesmen hold a reunion they'll even admit they're still trying to give each other the business. The admission was made in the Beaver Club last week by Cpl. Jeff Bailey and LAC Gordie Brady, both of Montreal, who were meeting for the first time in a year and were making the most of the occasion.

Another pair that were working hard at relaxing in the Beaver last week were Cpl. "Newke" Newcombe, of Amherst, N.S., and LAC Carl Williams, of Lethbridge, Alta. The boys are spending leave together, and were last seen catching up with novels and Canadianised cakes and coffee all at once.

Just out of hospital on sick leave, LAC Robert Deveson, of Neepawa, Man., looked London over for a day or two and then left for Birmingham and relatives.

Robert would appreciate a line from LAC Bill Cook, a buddy from Civvy-Street-Intelligence, Fry the Canadian Base P.O., Bill.

Cpl. Semon Lievense, of St. Boniface, Man., also succumbed to that big-town lure, and was last heard of trying to break away from London in order to visit that other Canadian magnet, Scotland.

SOUTH WALES M.U.

By Boodle STREW flowers and palm leaves before him in his way, let there be singing and rejoicing in the streets, call out the Marines, clear all wires, for that which was impossible has happened. Believe it or not, a radio mech. has remastered. A bundle of posies to Don Parke-Taylor, of St. John's, N.B., for at last receiving his call for air crew. We all wish you bags of luck, "Parky."

This section may be what my friend and contemporary calls "sprog" as compared to his section regarding service on this camp, but the way our boys are tossing that pill around in breaks and A.D.s, the forthcoming game will tell which is the better team. (Our worthy opponents are boasting that they never practice.)

Away on leave this week are "Mac" McConnell and "Moe" Reddy, Lucky London!

Some of the cowhands from this ranch have shifted their attentions from the nearby metropolises to a smaller town. We wonder why. The ranch foreman seems to spend most of his time in this "smaller" town. We'll have to take a trip over some day and look the situation over. Hope you don't mind, Tex.

NORTH WALES M.U.

By Cpl. Harry Sayers

NOW on leave prior to postings are Cpls. Jack Allen, of Dartmouth, N.S., and Ivan Wasson, The Range, N.B.; LACs Harry Hale, of Hamilton, Ont.; Bill Sellers and Frank Delavigne, both of Toronto. We understand that Cpl. Jack Hurd, of Saskatoon, is also joining them.

When they get back from the two weeks' holiday in London, Torquay, etc., it is planned to throw them a party.

Cpl. John Parkin has just finished seven days in S.S.Q. He will soon know the ins and outs of that place if he doesn't already.

Our section officer, F/L J. R. Fennessy, RAF, has come back after a spell in dock. We're glad to see you looking so well, sir. Senior N.C.O. in our shop, F/S

Ruddock, is now W/O Ruddock, and to him we say, "Congratulations."

LAC Ned Foxton tried to emulate Cpl. Percy Passmore's feat of falling off his bike. However, a sore face and hand failed to convince Ned that there's much percentage in the trick.

LAC Harry Doy has now joined the Boys' Bicycle Brigade (Canadian Division) and has learned to his surprise that a certain number of teeth are necessary on the rear sprocket to keep the chain in place. Anyway, Harry, it's a good excuse for being late. And have a good time this week while on leave with your folks in London.

By the way, has anyone seen any Canadian mail lately? We'd like to!

D.U. IN MIDS

By Cpl. B. Underwood

PAY parade last week brought a reunion of five boys who took basic training at Yarmouth, N.S. Cpls. Brigham and Underwood met LACs Betts, Colpitts and Luke and a good pow-wow followed, with recalling of old times and checking up on others of the crowd.

Sick bay claimed several of the boys for a few days last week. Alec Morris has just come out after a five-day session. Cpl. Smith is still in, but should be out for a rest day soon.

LAC Hardy returned from nine days of touring the country. Don Miller spent three enjoyable days in London.

Cpl. Brigham found himself in a panic the other day when he asked a pal to take a telegram over the phone for him. Everything worked out okay when he removed his pal's additions and received it as sent.

FRED AIKMAN IS IN TUNISIA

Raymond Gourdeau Flies Spitfires With RAF in North Africa

F/L Fred Alan Aikman, D.F.C., of Toronto, has recently arrived in Tunisia. Fred, better known to his squadron comrades as "Butch," is now a flight commander in the RAF squadron he joined when it was formed 18 months ago.

It was "Butch" who told W/C Paddy Finucane he had been hit by flak the day the young Winco crashed in the Channel. He was flying No. 2 to Finucane when the tragedy occurred.

Before arriving on the North African scene he had amassed a tremendous amount of operational hours on Spitfires in Britain. Although he hasn't much to say about himself, his fine record is acknowledged by the recent award of the D.F.C.

At another advanced Tunisian airfield the sergeant's mess of a RAF Spitfire squadron plan to hold a party to celebrate the first anniversary of the W/O's crown of Raymond Gourdeau, of Quebec City. Ray is now on his second tour of operations.

After finishing his first tour of ops in England, Ray instructed on Hurricanes at an O.T.U., and was posted to his present squadron just in time to catch the boat to North Africa. The young French Canadian in very keen, and although he has taken part in many battles he has yet to score his first victory.

CANADA HAS LAUNCHED FOURTH VICTORY LOAN

Is Opportunity For Stake In Country's Future For RCAF

Plans have been completed for RCAF overseas participation in the new Canadian Victory Loan, details of which were announced on April 5 by Hon. Mr. Itley, Minister of Finance in the Canadian Government. This coming Loan, the fourth, is the largest in Canada's history with the huge total of \$1,100,000,000 being asked.

"Needless to say, with such a colossal amount of money required, each and every one of us must sit down and figure out the very maximum we can invest in this bond issue," said W/C A. R. Sinclair, director of accounts and finance for the RCAF overseas. "Bulletins are being sent out to every unit giving full particulars of the bonds and how they may be purchased. The instructions

have been made extremely simple and there is a minimum of red tape."

W/C Sinclair pointed out that the purchase of Canadian Victory Bonds serves a threefold purpose—preventing the purchase of unnecessary luxuries and releasing men for essential work; providing money for the purchase of essential implements of war and building up a nest egg that will be available when the war is over.

"The bonds you purchase now may well represent something you have promised yourself for a long time," said W/C Sinclair, "a home, a new car, a long vacation or a start on a business of your own."

"Let each and every one of us come out of this war with a definite stake in Canada's future for a Canadian cannot make a better or a safer investment than Canadian Victory Loan Bonds. Let us all bear in mind that we can do more by voluntary effort than the enemy can do by compulsion."

RECORDS OFFICE

A2 (CAN)

By LACs WALLINGTON and MYERS

CONGRATS. go out this week to ex-LAC Cpl. Bob Davy, of our Casualties Section. Good shooting, feller. Keep it up.

The weather dampened our fervour to avenge last week's defeat on the battling mound, as the game had to be cancelled because of inclement weather. Just watch our smoke next week.

A "do" held on camp last week found LACs Gord Hornstein, Bob Helser and Gord Smalley strutting the light fantastic in true Canadian style. Ask Bob how much he can remember of it.

News from some of our fellows in the Middle East indicate that they are having fun. If Cpls. Len Taylor, Ralph Morgan, Jimmie Richmond, Bert Peppy, LACs Jimmie Houston and "Slim" Slater happen to see this convey our best regards to the gang. We will take that team on some day.

Cpl. Cliff Doughty, where were you on the night of March 26 at 23.00 hours? If my gnomes are reporting correctly your mother wouldn't approve. Could it be that the dreamy look that comes into W/O Cliff Neill's face every now and then is caused by a F/S WAAF? After those lectures you gave me, sir, I'm surprised.

That Rockefeller of Records, the man with the financial mind, LAC Norm Clarke, wants to know if there is anyone who wants to buy anything. Stocks abounding, folks. Anything to build up that security for the university education needed by the bouncing baby BOY (61 pounds—I don't see why he couldn't earn his way through college by playing rugby or stuff). Yes, sir, that event caused a celebration that affected more than Pappy Clarke. What are you saying, Bodaly? Well, even though you didn't hand out any cigars, Norm, the fellows sure wish you all the best and hope that it won't be too long before you will be back there teaching him how to sell everything and anything he owns.

KING AND WHITE IN SAME STALAG

Word has been received that P/O Gordon King, of Winnipeg, and F/O Ted White, of Midland, Ont., are both in the same prison camp. Their particular Stalag is one of the best organized, and the prisoners there have facilities to study university courses.

King was taken prisoner in June of last year and White in October. The former played goal for the Elmwood Maple Leafs, and was well known in Manitoba hockey circles. He was uninjured when captured. White suffered slight injuries, but has since recovered.

They would naturally like to hear from their pals. King's prisoner of war number of 290 Whiter's is 784. Their camp is Stalag Luft III, Germany.

PRISONER'S ADDRESS

Word has been received that Don MacMillan (4211A), who used to be with the Moose Squadron, has at last been moved into an Air Force prisoner of war camp. Jim Smith is with him. Don writes to say that he would be glad to receive letters from his friends. His address is: F/S D. K. MacMillan, P.O.W. No. 39670, Kriegsgefangenenlager Nr. 1 der Luftwaffe, Germany.

SICILY DROME WAS BOMBED

Lighted Flare Path Used By Attacking Planes For Good Results

Bombing is made easy and even the gunners get in a lick when the enemy is obliging enough to leave his aerodrome flare path alight and his beacons on. That was what happened in a recent raid on Elmas, Sicily, by RAF Wellingtons flying from a base in North Africa.

"When we got there the place was well alight from fires started in the hangars. In addition there were still wizard flares which made the place as bright as day. Our bombs landed square in the middle of the runways," said P/O Al Webb, of Windsor, Ont., whose crew includes another Canadian, Sgt. T. McQuilty, Toronto, and a United States flier, Sgt. Frank McGinty, of Utica, N.Y.

Other Canadians on the RAF station, from which both bombers and coastal aircraft fly, are: P/O D. Hill, St. Catharines, Ont.; F/Ss B. Shaver, Ottawa; Sgt. J. Ward, Woodstock, Ont.; F/O Ken Martin, Calgary; Sgt. Frank Patterson, Montreal; Sgts. D. K. Semans, Rollo, Sask.; T. H. McGlade, Smiths Falls; F/O R. M. Malcolm, Winnipeg; Sgts. L. W. Matthews, Calgary; W. F. Harris, Vancouver.

F/L O. H. Morgan, D.F.C., Kamloops, has done many trips with a Wellington squadron in North Africa and in Great Britain. He is now navigation officer with the RAF squadron with which he flies, still making occasional trips.

VARIOUS NEW ERKS

By LAC JACK COTTINGHAM

THE past week has seen a small scale invasion of the Squadron by new arrivals from Canada. Nineteen newcomers checked in and hung up their coats during the past seven days, according to "Joe," our undercover man. F/L R. St. G. Stubbs, Administrative and Special Duties Officer, who calls Winnipeg home, heads the list. Various new "erks" speak in hushed tones of such places as Nanaimo, Victoria, and New Westminster, B.C.; Banff, Alta.; Regina and Kindersley, Sask.; Winnipeg, Man.; Toronto, Trenton, Coppercliff, Hamilton, Mimico, Forest, and St. Anne's, Ont.; Woodstock, N.B.; Dartmouth, N.S., and even O'Leary, P.E.I. was represented.

Last Tuesday night when your scribe and his Vancouver sidekick, LAC "Gil" Kelso, by sheer accident happened into "The Crown," thinking it was the local Church Army Canteen, they were astonished to find the establishment receiving so much attention from the Squadron's personnel. F/O "Jackie" Broughton, the popular New Zealand air-gunner who has been with us these many months, was in the midst of celebrating his departure. Among those who observed in the quick glance we took before departing were F/O "Mickey" Cochrane, Branford, Ont.; F/L E. T. M. Duggan, who comes from "out West" and is proud of it. Cpl. Jack Ryan, photographer, from Toronto, and Cpl. Airey, armourer. There was also a number of lesser lights, who could not readily be identified, due to the fact that most of them were huddled around a juke box, which was modestly blushing in four colours at the unusual attention being paid it by the Squadron laddies, who hadn't seen a juke box for months and months, there not being such gadgets in them thar hills until recently inhabited by our boys.

HAD TROUBLE OVER BALTIC

P/O Oates Logs a Shaky Do On Mine-Laying Expedition

A mine-laying trip in the Baltic Sea, often termed as a "piece of cake," proved to be the worst "shaky do" listed in the log-book of P/O Jack Oates, D.F.M., of Badjeras, near Dundalk, Ont. He flies in a Lancaster as rear-gunner.

As they crossed Denmark a terrific ack-ack barrage came up at them. A shell burst inside the kits and sent shrapnel flying in every direction. By some miracle no one was injured, and they had to come down to within 100 feet of the ground to get out of the searchlights and away from the flak.

Oates pumped many hundreds of rounds in the direction of the searchlight and had the thrill of seeing four or five belch a red flame before blacking out.

Two other Canadians of the Lanc's crew were P/O Ben Cooke, of Arden, Man., navigator, and Sgt. Bill Townley, of Toronto, mid-upper gunner.

P/O Oates has finished one tour of ops and is at present instructing at an O.T.U. Before coming overseas he flew Blenheims with Canada's coastal command and logged many hours escorting convoys.

ENJOYS BIRTHDAY IN NORTH AFRICA

LAC Roy Corney, of Ridgeway, Ont., recently celebrated his twentieth birthday in North Africa. Roy is an RCAF radio mechanic with a fighter squadron commanded by S/L Jimmy Walker, D.F.C. and Bar, of Edmonton. After serving with fighter squadrons in England, he arrived in North Africa exactly a year after enlisting.

"This is a grand country," said Roy, "and I'm looking forward to hot weather. It's a lot different from the country around Ridgeway and there ain't no Niagara Fall to visit, but I like it."

Boon companion of Roy's and also a radio mechanic in the same squadron is LAC Alan Harris, of Ottawa. Alan also served with squadrons in England before being posted to North Africa.

Other Canadians with the same squadron are Sgt. L. Gregory, of Saskatoon; Sgt. Gomecao, of Winnipeg, and Sgt. Grey, of Toronto. They are all pilots.

FORMER INSTRUCTORS

A number of pilot-instructors are now undergoing a conversion course and are training in Oxfords.

Among them are W/O Max Rose, Sidney, N.S.; F/O Murray McRae, Sidney Mines, N.S.; P/Os Jack Richardson, North Bay, Ont.; and Gordon Thompson, an Ontario man; W/O Jake Walters, Edmonton, and F/S Gordon Graham, Halifax.



Guns are their business. Sgts. George Proulx and Maurice Lagace, both of Quebec City, study the weapons they will be using on operations should they be attacked by enemy fighters. (Official RCAF Photograph.)

ITALIAN TRANSPORT IS ATTACKED FROM MALTA

After F/O Shemilt Fires Train, Blaze is Seen 50 Miles Away

Mussolini's creaking transport system is taking many heavy blows from Malta-based intruder aircraft.

In one night 14 trains, four railway stations and a coastal vessel were blasted. Of this total, four trains and one station were the bag of F/O "Gus" Shemilt, of Kenora, and Keewatin, Ont., and his English observer, P/O Ernest Pullen.

The night's work raised the 48-hour score for this crack team to five electric trains and two railway stations either destroyed or seriously damaged.

One of the goods trains destroyed by F/O Shemilt was presumably laden with petrol, for it blazed fiercely and sent smoke billowing 2,500 feet in the air. Belching flames were visible for 50 miles as wagon after wagon erupted under the hail of cannon and machine-gun fire from the intruder.

F/O Shemilt and P/O Pullen saw their shells and bullets score hits on the three trains they attacked, and also saw one station on fire after their attack had caused an explosion.

Another item from Malta this week tells of an all-RCAF crew in a torpedo bomber squadron there which is breaking up after an excellent ops career of more than 200 hours. The skipper, F/L Warren Sutton, of Gibsland, Louisiana, is transferring to the U.S. Army Air Force, while the Canadians are dispersing to other theatres of war.

The Canucks are F/O Hugh Falls, of Peterboro, Ont., navigator, and Sgts. Alex Popovich, of Windsor; "Slim" Stittie, of Toronto; Kenneth Hayden, of London, Ont.; and J. R. Laughlin, of Victoria, B.C., all WOP/AGs.

NAVIGATES OVER MEDITERRANEAN

F/S Johnny Thorner, of Westmount, Que., is a navigator on a flying-boat operating in the Mediterranean area.

Johnny, who used to play football for Westmount, has been attacked on three different occasions by enemy aircraft.

His crew has had several close calls, but the members have the satisfaction of knowing that not one of the ships which they have been escorting has been lost through enemy action.

Thorner said, "On one occasion, while escorting a convoy we were attacked by a Junkers

NEW BOMBER UNIT FORMED

F/L Higgins of Nelson, B.C., Is Acting Adjutant Of Squadron

A new RCAF bomber squadron went into operations a few weeks ago under the RAF and will shortly move into the Canadian Bomber Group. The unit is under command of W/C J. Coverdale, of the RAF. F/L C. R. Higgins, of Nelson, B.C., is acting as squadron adjutant.

Among the air crew are Sgt. L. R. Cudmore, St. Marie, Ont.; Sgt. J. Reynolds, Chamberlain, Sask.; Sgt. J. A. Begg, Tiverton, Ont.; Sgt. L. E. Cragg, Balson, Ont.; Sgt. J. G. Breen, Toronto; Sgt. G. J. Crebbin, Toronto; Sgt. R. G. Rudd, Bashaw, Alta.; P/O W. E. Paton, Toronto; P/O Colin MacDougall, Christmas Island, N.S.; and Sgt. Main, Abbey, Sask. Sgt. David H. Howes is squadron disciplinarian.

Wimpy Attacked

F/O Paton had quite an adventure on his first op. to Bochum. The Wimpy in which he was flying was nearly attacked by seven enemy night-fighters. The enemy were stepped up one above the other and the first one peeled off and came in pouring tracers past the bomber. The skipper took violent evasive action and dived for a cloud and lost them.

"We had quite a bit of flak on that trip, too," said Paton. "A large piece of flak just missed Rudd's head, and he's carrying it around as a souvenir."

Sgt. Reynolds, who flies with Main, Cudmore and Crebbin, has had two trips to Wilhelmshaven and St. Nazaire. Over Wilhelmshaven he and his crew accidentally switched on the navigation lights when they opened the bomb doors. "The flak followed us round in a circle," he said. "But we were all born lucky, for we came out without a scratch."

S3, but his aim was wide. The convoy's guns threw up a terrific barrage as the Junkers attempted a second attack. That discouraged Jerry, and he headed for home amid a hail of fire from the ships and also from our guns.

Two other Canadians are in the crew of this flying-boat. They are: Sgts. R. Markley, Milton, Ont., and Arnold Gallup, of Juniper, Carleton, N.B., both wireless operators.

LARGE DRAFT OF W.D.s ARRIVES FROM CANADA

Squadron Officer Walker In Charge of Party On Crossing

The third and largest contingent of W.D.s to be sent on overseas service arrived here recently after a voyage marked by a brief encounter with a U-boat and a battle with heavy seas.

All the girls, with their leader, S/O Kathleen Walker, Canada's senior W.D., were in good health and high spirits. Most were unaware that they had been stalked by a Nazi submarine.

"For four hours one night we were crowded in the lounge wearing our lifebelts," said Mrs. Walker. "The girls behaved beautifully, of course. We sang songs or read and then trooped off to bed believing that we had taken part in a rather wearisome practice alert. Later I heard that it was the real thing: a U-boat had been sighted a little way back in the convoy."

Plumbing Gone Wrong

On another night huge waves smashed part of the boatdeck superstructure and water flooded into most of the cabins and lounges. "The W.D.s just did what they would have done if the plumbing had gone wrong at home," said S/O Walker. "They mopped up the mess and went back to bed, hoping it wouldn't happen again. One or two were a little seasick, but they'd hate to have it mentioned."

S/O Walker, widow of G/C C. Walker, a permanent force officer, of Ottawa, became Canada's first W.D. on July 2, 1941. At the request of Air-Marshal Harold Edwards, now A.O.C.-in-C. RCAF Overseas, she pioneered in the creation of the new branch of the service.

As she stepped ashore wearing the first and only example of the distinctive new W.D. headgear seen here, Mrs. Walker revealed that she was English-born. "But it's all new to me," she added. "I left Liverpool at the age of two."

Many of the contingent, including cooks, drivers, mess-women, equipment assistants and stenographers will go to Bomber Group stations. Others will work at RCAF Overseas Headquarters in London.

Special Duty

With S/O Walker came S/O Frances A. Service, of Toronto, posted here for special duty in the RCAF Historical Section. Frances went to Canada from Chengtu, W. China, where her father, the late Dr. C. W. Service, was a medical missionary with the United Church Mission Board. Miss Service taught at Renfrew Collegiate and Vocational School in Renfrew, Ont., before enlisting. She was one of the first women officers to receive commissions in the RCAF.

First Indian posted to the U.K. with the W.D. is Cpl. Dorothy J. ("Monty") Montour, of Toronto, who was born on an Indian Reservation near Brantford. "Monty," whose Indian name as a child was "Laughing Eyes," will go to Bomber Group.

Two others from Ontario who have husbands on active service here are AW1 Dorothy J. Wilson, Ottawa (Pte. J. L. Wilson), and AW1 Margaret J. Jemmett, Halleybury, whose husband is Lieut. J. R. Jemmett.

Blonde, Cpl. Betty M. Carter, of Quebec City, will be surprising her husband this week. He is Capt. Owen Carter, RCASC, in England. "We were pledged not to tell our husbands when we were coming, so it's going to be a pretty exciting moment," said Betty, former Red Cross M.T. driver, who is now in the Administration branch.

From Montreal comes AW1 Mary E. Rainville, who also is

looking forward to a reunion with her husband, Sapper V. R. Rainville, Royal Canadian Engineers.

Norma E. Sully, leading airwoman, from Wakefield, P.Q., is no stranger to the uniform. She has three brothers and her father in the RCAF—Cpl. C. H. Sully, RCAF Station, Rockcliffe (father); LAC Lloyd Sully, in Labrador; AC2 Bert Sully, Kingston; and AC2 Keith, Lachine. Air Vice-Marshal J. Sully, A.F.C., is a cousin of her father.

LAW Joy E. Wiseman, of Naramata, B.C., claims the W.D. family record for service with the armed forces. She is one of seven brothers and sisters now serving, and the fourth of them to go overseas. LAW Norah Wilkinson, Duncan, B.C., has her husband, Sgt. C. L. Wilkinson, with the Forestry Corps here. Cpl. Daphne M. Smithson, of Vancouver, is in England for the second time. In 1937 she went to the Coronation, representing B.C. for the Canadian Girl Guides, and enlisting in January, 1942, she is an M.T. driver, like her friend, Cpl. Genevieve Thomas, of New Westminster, also in the M.T. section.

Two W.D.s have brothers who are prisoners of war in Germany: LAW Muriel I. Fisher, telephone operator from Barrington, N.S. (brother, F/S Pilot Foster Fisher), and AW1 K. Merva Haslam, of Winnipeg, telephone operator (brother, F/S Pilot Bill Haslam).

LAW Yvonne Cunningham, of part-Indian, part-Scottish descent, from Drumheller, Alta., had never left her native community until she joined the W.D.s more than a year ago. Soon she will be cooking meals for returning bomber crews at an RCAF station.

Former Teacher

Former school teacher in Saskatchewan, Cpl. Norma L. T. McAvoy, of Regina, enlisted in April, 1942. An orphan, her only brother is F/S J. K. McAvoy, D.F.M., at present overseas.

Fourteen months in Canada have completely Canadianised pretty LAW Irene Pass, clerk-stenographer, who left her native England just that long ago to join her parents in Saskatoon. In a Canadian accent as strong as they come Irene said: "I had to bring something back to Derby, you know, and this is what they'll expect, I guess." They are not going to be disappointed.

Four airwomen who came from the United Kingdom since the outbreak of war were in the draft: LAW Annie Coult, of Blairhall, Fifeshire, Scotland; LAW Jean Forbes Camburnethan, Lanarkshire, Scotland; LAW Mary Ellen McMordie Aughtnagurgan, Ulster, N.I.; and AW1 Phyllis Linton, Folkestone, England.

With the W.D.s was a small group of commissioned pilots, navigators, radio mechanics and armament officers.

Footnote.—Every W.D. interviewed mentioned that on board were three big cases of new W.D. caps—the unique forward-leaning kepi that will shortly be issued to W.D.s on service here.

PALS GO ON OPS

The following friends have now finished a conversion course on Lancasters and are awaiting ops. on an RAF squadron.

Sgt. Tommy "Hank" Morgan, of Oregon (who claims to be one of the last of the Wells Fargo drivers); Sgt. Marty Shyka, an Albertan; Sgt. Ricky "Tiger" Revenge, Crossesey, of Montreal; Sgt. Johnny Wilson, of Oshawa, Ont.; F/S Doug Wood, of Vancouver; F/S Cy "D" Paquette, of London, Ont.; and an English pal, James Gilles, of Oxford.

DETAILED FOR A COLD SPOT—OR A HOT SPOT?

An airman suddenly finds himself almost anywhere, nowadays! He can take his 'Viyella' Service shirts with him in comfortable certainty that they will be cool in heat, warm in cold, washable and hard-wearing under all Service conditions. These goods can only be supplied to members of H.M. Forces.

'Viyella' SERVICE SHIRTS

RIGHT IN EVERY DETAIL

REGISTERED TRADE MARK

Whiskers routed by

PALMOLIVE SHAVING CREAM

Its rich, olive-oil lather gives the double luxury of a smooth shave and a soothed and comforted skin. Softening the beard in one minute, its strong bubbles — which last at least ten minutes — keep bristles erect for the razor.

PRICES 1/6 & 2/6 including Tax

Now on sale in the Canteen

Phillips' Dental Magnesia

CONTAINS OVER 75% MILK OF MAGNESIA

Your "regular" Toothpaste

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

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.



HAS RETURNED FROM AFRICA

Cpl. "Gus" Goosen, of Steinback, Man., has recently returned from the West Coast of Africa after spending the last two years there. He was stationed in the area formerly known as the "Whiteman's Grave," a territory noted for malaria and strange native bundu ceremonies. Said Goosen: "At times the native rhythm of the ju-ju drums could be heard, and before long we were not only allergic to drums but to oranges, pineapples and bananas." After Goosen and his RCAF pals, LACs J. McFegan, of Kelowna, B.C., D. J. Low, of Brooklyn, and J. J. Green, of Ottawa, had settled down at their RAF station, they helped build their own movie house and ball field. Cpl. Goosen concluded, "In time we improved our meals with steaks from bush cows and a jungle vegetable called paw-paw, which is very good and has a taste all its own." The Corporal is now in London on leave, and quite happy about not having to eat any more oranges.

WOMEN'S DIVISION

OUR big news is, of course, the arrival of more W.D.s from Canada with Squadron Officer K. Walker (Canada's first W.D., by the way) in charge. Greetings to you all from we "old-timers" and may you enjoy life in England as much as we have. We hope to hear news of you quite frequently.

And the second flash for the column—a supply of the new W.D. hats soon to be worn by the gals overseas, we understand, came over on the same boat with the new arrivals. See where we'll be donning new bonnets for Easter—ain't that something?

LAW Jackie Johnston, Altona, Man., evidently enjoyed herself on three days' leave spent Cornwall way—managed to see the Scilly Islands as well. And LAW E. Pickering, of Richards Landing, Ont., was back on the job Thursday morning—much to the relief of everyone else in Photographic. Guess we must do some work, gals, when we're missed while on leave.

Have you heard the latest? We think it's good. LAW Clara Rutherford, a Hamiltonian, has decided to brave the hazards of English traffic, and at the same time prove that she is now grown up. Clara, it seems, drove a hard bargain, and managed to trade a pram for a bicycle, so now she breezes into headquarters at 08.15 hours, full of enthusiasm—and fresh air—after her early morning jaunt. Wonder what will be the next mode of travel?

How about asking LAW Betty Dewar, of Toronto, why she's been called "Snooky P's" since April 17?

PILOT-INSTRUCTORS

Teaching fledglings their way around the sky in Oxforda at present are F/O Jeff Slocombe, of Vancouver; F/S Turner Frederickson, of Glenboro, Man.; and Sgt. Barton Smith, of Toronto.



W/O J. A. Goode, of Sarnia, has made 18 crossings of the Atlantic as a member of the draft conducting staff. (Official RCAF Photograph.)

TOO ANXIOUS FOR 2ND TOUR

Lorne Thompson Had Done Ten Operations When Found Out

F/S Lorne Thompson, a wireless operator from Toronto, was starting his second tour of ops after only one week as an instructor. He had heard of a squadron leader who was looking for an operator for his crew; he applied and he got the job. He completed ten trips on his second tour. Then somebody found out that he had only filled an instructor's position for a mere week after completing his first quota of ops. Thompson has been taken off ops again and is awaiting posting.

The Toronto wireless operator has been to most of the Axis big cities where the Air Force has dropped bombs. He rates Essen as the toughest target.

On a trip to Turin icing conditions were encountered over the Alps. At the target the bomber was caught in a terrific flak barrage. The bomb doors were shot away, the main spar damaged, and the port wing had several big gouges in it. Thompson gives credit to P/O Fred Kruger, D.F.M., of Bede, Man., for his expert manipulating of the controls in bringing the Lancaster home.

HEADQUARTERS

EMPIRE DAY normally means a celebration. If everything runs smoothly for the entertainment committee there'll still be celebrations this Empire Day at Headquarters. The RCAF dance band is elusive—the date is purely tentative, but a dance is in the offing. Yoicks!

Herbie Lyle Shillington's compassionate application for promotion must have come off. Last December he was reported to be tired of having his WAAF sergeant girl friend wave her hooks around. To-day Herbie is waving them right back. He is finally, completely and wholly a corporal. F/S S. H. Hude was also upped in rank. Congratulations!

A short quiz was featured last week on the senior N.C.O.'s early morning parade. Dolgy's bright answer to the fifty dollar question surprised even the indefatigable Birchhall. If you are driving in a buggy and an air marshal passes you should give the horse an "eyes right," in Dolgy's opinion. The head of the class, Dolgy—the head of the class.

Hatched; last week to Mr. and Mrs. Lee Daws, six and a half pounds of girl. Lee's expanding chest cannot be attributed to over-indulgence in Yogi exercises—he's just a proud father.

Roe will tell you that his military haircut is strictly compulsory. He was finally cornered, marched up to the barber and emerged with a cut that would make a crowd of disciples nod their approval.

The twittering of the birds heralding the spring might have made Sgt. Ross coyly take his place in the "Wild" flight after the orderly sergeants were dismissed. Only the shouts of five flight disturbed his reverie and he blushing recovered and took his rightful place muttering, "It's confusin' but amosin'." The removal of overcoats revealed a great assortment of brass in various stages of deterioration. The day of wearing collars with shirts attached is here again.

WELLINGTON O.T.U.

Among the many who have recently graduated from Wellington O.T.U. and are now ready for operations are:

Sgt. Nav. Ken Gilles, Prince Albert, Sask., and a friend from the same town, Sgt. WAG "Nick" Nichols; Sgt. AG Jerry McDougall, Barrie, Ont.; P/O Gordie McCullagh, pilot, Barrie, Ont.; Sgt. Nav. Dave Giles, Toronto; Sgt. Paul Gibson, Virginia, U.S.A.; Sgt. Nav. Bill Graham, Toronto; and P/O Joe Gregg, bomb-aimer, Calgary.

ENTERTAINMENT GUIDE

THEATRES
HIPPODROME, Oct. 2272
 Twice Daily at 2.30 and 5.30.
 GEORGE BLACK presents
LET'S FACE IT
 with BOBBY HOWES
PALACE, Oct. 6524
 Even. 5.45, Wed. Sat. 2.8.
 TOM ARNOLD and LEE EPHRAIM present
 JACK HULBERT, CICELY COURTNEIDGE
 in **FULL SWING**
 Special Matinee, Easter Monday at 2.5.
PALLADIUM, Oct. 1272
 Twice Daily at 2.30 and 5.15.
TOMMY TRINDER
 in
GEORGE BLACK'S
BEST BIT AND TUCKER.
PRINCE OF WALLS, Whl. 8541
 Twice Daily at 2.40 and 5.30.
 GEORGE BLACK
 and the Rising Generation
STRIKE A NEW NOTE.

SAVILLE, Tem. 4511
 Even. 7.8, Wed and Sat. 2.30.
FIFTH SHEPHERD presents
JUNIOR MISS
 Riot of laughter... brilliantly acted
 screamingly funny... "S. Dispatch."
SAVOY, Tem. 2548
 Even. 8.30, Wed. and Sat. 2.30.
FIFTH SHEPHERD presents
THE MAN WHO CAME TO DINNER
 ROBERT MONTY, Coral Browne, Hugh
 McDermott, Mary Alice Collins, Jerry
 Verno, Edward Cooper.

STRAND, Tem. 2569
 Even. 8.30, Thurs. and Sat. 2.30.
FIFTH SHEPHERD presents
ARSENIC AND OLD LACE
 Lillian Braithwaite, Mary Jerrold, Naughton
 Wayne, Frank Pettinell, Edmund Willard

VICTORIA PALACE, Vic. 1217
 Twice Daily, 2.30 and 6.0.
LUPINO LAKE in a farcical musical
LA-di-DA-di-DA
 "A laugh a minute..." "Daily Express."
WINDMILL, Piccadilly Circus, 12th Year.
REVUEVILLE
 Continuous daily 12 p.m. to 9.30
 18th Edition—Fourth Week.
 Last performance 7.55 p.m.
 A VIVIAN VAN DAMM PRODUCTION

CINEMAS
CARLTON, Whl. 2711, Com. Fri. Apr. 9
 B. CROSBY, B. HOPE, F. MACMURRAY,
 D. LANOUE, B. HUTTON, V. MOORE
 V. LAKE
STAR SPANGLED RHYTHM (U)
 Wkdy. cont. 10.30 a.m. Sun. doors open 3 p.m.
DOMINION (G.-B.) Tottenham Ct. Rd.
 SONJA HENIE and JOHN PAYNE
KATINA (U)
 Fires Were Started (U), News, etc.
 Weekdays: continuous 11.45 to 10.
 Sundays: continuous 2.30 to 9.

EMPIRE, Leicester Sq. Cont. 10 to 9.30.
SPENCER TRACY, KATHARINE HEPBURN
 in
KEEPER OF THE FLAME (A)
GAUMONT, Haymarket, Whl. 6555
 PAUL MUNI in
COMMANDOS STRIKE AT DAWN (A)
 Weekdays: continuous 11 to 9.55.
 Sundays: continuous from 2.30.

LEICESTER SQ. THEATRE
 DEANNA DURBIN
 in
THE AMAZING MRS. HOLLIDAY (U)
 Perfs. at 12.0, 1.35, 3.35, 5.40 and 7.50.
LONDON PAVILION, Cont. from 10 a.m.
I MARRIED A WITCH (A)
 with
VERONICA LAKE, FREDRIC MARCH
 Fourth week.
MARBLE ARCH PAVILION, May. 5112
PAUL MUNI in
COMMANDOS STRIKE AT DAWN (A)
 Weekdays: continuous 11 to 10.
 Sundays: continuous 2.30 to 9.

NEW GALLERY, Regent Street, Reg. 8020
SHADOW OF A DOUBT (A)
 Fires Were Started (U) (Wkdy. only)
 Weekdays: continuous 11.30 to 9.45.
 Sundays: continuous from 2.30.
NEW VICTORIA (G.-B.), Opp. Vic. Stn.
 SONJA HENIE and JOHN PAYNE
KATINA (U)
 Fires Were Started (U), News, etc.
 Weekdays: continuous 12 to 9.45.
 Sundays: continuous 2.30 to 9.

ODEON, Leicester Square, Whl. 6111
 Last Two Days!
HENRY FONDA, MAUREEN O'HARA,
THOMAS MITCHELL
IMMORTAL SERGEANT (A)
 Showing at 10.40, 1.0, 3.20, 5.40 and 8.0
 Friday Next—THE GENTLE SEX (U)

PARAMOUNT, Tottenham Court Rd.
BING CROSBY, BOB HOPE,
FRED MACMURRAY
STAR SPANGLED RHYTHM (U)
 also
 Underground Agent (U)

PLAZA, Whl. 2644, Com. Friday Apr. 9
 Spring Laugh Tonic!
C. COLBERT, F. MACMURRAY
NO TIME FOR LOVE (U)
 Wkdy. cont. 10.30 a.m. Sun. doors open 3.

TIVOLI, Strand, Tem. 5625
SHADOW OF A DOUBT (A)
 Fires Were Started (U) (Wkdy. only)
 Weekdays: continuous 11.30 to 9.45.
 Sundays: continuous from 2.30
TATLER TH. (G.-B.) Charing Cross Rd.
ANGLO-SOVIET SEASON
MASHENKA (U)
 A Story of Love and War.
 Land of Toys (U) A Puppet Film.

WARNER, Leicester Sq., Oct. 2423
 Chas. Boyer, Rita Hayworth, Ginger
 Rogers, Chas. Laughton, Ed. G. Robinson,
 Paul Robeson, plus 50 other stars in
TALES OF MANHATTAN (A)
 Perfs. at 11.45, 2.30, 5.5 and 7.45.
 Sunda. programme comm. at 2.30 and 6.15.

FILM LOG

"Tales of Manhattan" tells a story that is replete with drama and comedy, romance and pathos, music and thrills... In fact, everything that makes for perfect screen entertainment.

The whole story revolves around a tall coat, a tall coat which has been cursed by the tailor who made it. To some it brings good fortune, to others it brings nothing but bad luck. Possibly the greatest scene in the whole picture is done by Charles Laughton, who, as an impecunious pianist and composer, gets his chance to conduct a New York symphony in his own composition. He is wearing the tall coat, which is too small for him, and it rips during the performance. From embarrassment to triumph makes this a truly big scene.

Edward G. Robinson becomes the next possessor of the coat. He wears it to the twenty-fifth class reunion of his college, where he is suspected and literally accused of the theft of a classmate's wallet. His life story, told while he is on mock-trial, wins for him a new future and regeneration from the Bowery down-and-outer he has become.

The coat next appears on a gangster who holds up a luxurious gambling club, but to him it

KEN McADAM'S TEAM WINS AT SOFTBALL

Ken McAdam, Y.M.C.A. Supervisor, organized a group of Canadians on a RCAF station into a real softball team.

In the first formal game, their team made up of F/O Bert Gale, P/O Bob Laashey, Sgt. Ablett, Cpl. "Romeo" Blanchette, Cpl. Turcott, LAC Wales, LAC Fred Secret, Cpl. Fenn, and Ken McAdam, defeated an RAF station team, all made up of LACs Walker, Burniston, Glickman, Crisp, Watson, Sexton, Winfield, and McDonald.

The score was 21 to 8 in favour of Ken's team. The umpire was LAC Marks, of Brockville.

is a tallsmen of bad luck... It catches fire while he is escaping to Mexico by plane and brings about his death.

Rochester, Paul Robeson and Ethel Waters find the coat where it falls from the burning plane and divide the money the gangster has been unable to remove from the pockets. Symbolically, the film ends with a beautiful Negro spiritual, "Glory Day," sung with deep feeling by the Hall Johnson Choir.

Although they have not been mentioned yet, Charles Boyer, Rita Hayworth, Ginger Rogers, Henry Fonda and Thomas Mitchell have parts that are a mixture of good acting, comedy and drama, well mixed and suitable to fill in a perfect picture.

★ Metro-Goldwyn-Mayer ★

JOURNALIST AND MURDERESS
 (or was she?) burning in love—in the most suspenseful mystery film for years—make **DRAMATIC DYNAMITE!**

Nothing to do with war; yet topical as the Nine O'clock News.

M.-G.-M. says:—You won't merely enjoy it; you'll remember it when most contemporary pictures are wrapped in oblivion.

SPENCER TRACY
 KATHARINE HEPBURN

KEEPER OF THE FLAME

Richard WHORF Margaret WYCHERLY
 Forrest TUCKER Frank CRAVEN
 Horace McNALLY Percy KILBRIDE

Directed by GEORGE CUKOR. (Cert. A)

— Starting Friday —

GER. 1234 **EMPIRE** LEIC. SQ.

FRIDAY NEXT ODEON LEICESTER SQUARE WHL. 6111

Showing at 10.40, 1.0, 3.20, 5.40 and 8.0

7 WOMEN YOU MUST MEET!

IN
LESLIE HOWARD'S PRODUCTION
The GENTLE SEX

JOAN GATES
 JEAN GILLIE
 JOAN GREENWOOD
 JOYCE HOWARD
 ROSAMUND JOHN
 LILLI PALMER
 BARBARA WARING
 JOHN JUSTIN

ANNE BETTY
 DOT ERRA
 GWEN
 JOAN
 MAGGIE

A TWO CITIES CONCANEN FILM
 Directed by LESLIE HOWARD Produced by DEARICK DE MARNEY
 Original Screen Story by MOIE CHARLES

A spring tonic of laughter

CLAUDETE COLBERT
FRED MacMURRAY
IN NO TIME FOR LOVE

WITH ILKA CHASE · RICHARD HAYDN

FRIDAY, APRIL 9, PLAZA

Weekdays—Continuous 10 a.m. Sundays—Doors open 3 p.m.