



Rode Monsoon With Aircraft in Flames

P/O NORMAN BROWN WAS AT CONTROLS

Japanese Ack-Ack Gunners Scored Hits During Hudson's Bombing Raid In Burmese Territory

RAF CREW MEMBERS FOUGHT THE FIRE

His aircraft in flames started by Japanese guns, his observer dying from a shrapnel wound and his port engine belching smoke a young RCAF pilot flew 400 miles through monsoon weather after a bombing raid over Japanese-occupied Burma and landed safely.

It was the first operational trip for P/O Norman Brown, 22, of Toronto. He has had a number since but doesn't want another like that.

He was with a Hudson coastal command squadron at the time, and was detailed to a river raid in the Rangoon area. They did their job, all right, but ran into heavy enemy ack-ack.

One shell started a fire in the tail and a piece of another severely wounded the observer. The wireless operator, Fred Cawthorne, from Maldstone, together with the rear gunner, Trevor Webster, both in the RAF, went back to fight the fire.

400 Miles from Base

They were 400 miles from base and the observer was too badly wounded to do any navigating, so Brown had to find his way as he went along. He had to keep the kite above the monsoon storm, and his port engine was belching black smoke most of the way. He finally reached a base, and as he landed the whole kite fell apart.

On landing at the advance base, Brown got into another Hudson and flew it back to his station to report on his day's work.

On another occasion he was in formation over Akyab, with two other Hudsons, when two Jap Zeros from a formation of six attacked his aircraft. It was riddled with machine-gun bullets and cannon shells, but Brown finally escaped into a cloud and headed for Chittagong. His leg was grazed by a cannon shell during the fight. His engines cut half a mile from Chittagong, and he had to coast to a landing. P/O Brown has since been posted to a transport squadron.

CARRY OUT SWEEP

Squadrons of a Royal Canadian Air Force fighter wing carried out a sweep over the Ushant area of France on Saturday. A few FW190s were sighted. S/L C. M. Magwood, leading the Wolf Squadron, and S/L L. V. Chadburn, D.F.C., and F/O Ken Marshall, of Milton, Ont., flying in the same squadron, each got in a burst of cannon and machine-gun fire, but did not observe any results.

GALLEY BECOMES CUISINE WITH COASTAL COMMAND

There is one thing flying boat crews never lose sight of for long—food. One never finds a Coastal crew on Sunderlands or Catalinas which doesn't boast of at least one good cook recruited right from their roster of pilots, navigators, wireless operators, air-gunners or flight engineers.

F/L Dave Patton, of Islington, Ont., captain of an RCAF Sunderland, has a couple of boys in his crew who make galley look more like cuisine. Sgt. W. H. Holyrod, RAF wireless operator air-gunner, and Sgt. E. Hiscox, of Hamilton, style themselves Duty Chef and Duty Scullion respectively. Here's how they compose the menu cover, in part:

Coastal Command Mystery Tours.
Itinerary No. 7. North Atlantic Guest Courier, F/L Dave Patton. Sunderland "C." Squadron, RCAF.

The footnote informs: "We guarantee never to show you the same stretch of sea twice. If you ever feel mystified as to our

BOULTON AND BUCKHAM GET ONE F.W. EACH

Spotted Enemy Formation At 20,000 Feet Over France

The City of Oshawa squadron of Canadian Fighter Wing added two to their score on Monday, when S/L F. H. Boulton, of Coleman, Alta., and F/L H. A. Buckham, of Vancouver, each shot down an FW190 during a sweep over France.

A formation of five German fighters was spotted at something over 20,000 feet, and the Oshawa squadron swung in behind them at about the same altitude.

When F/L Buckham started shooting at his victim, the German did a slow turn to the left, followed by a barrel roll. After about the fourth burst Buckham saw an explosion in the cockpit and the Hun pilot baled out.

"I must have fired about five squirts altogether," said Buckham, "and at the end I was going just about straight down after him."

S/L Boulton fired a long burst at another F.W. and saw a blast in the cockpit and engine.

"He did not take much evasive action either," the squadron C.O. agreed. "The other F.W.s in the formation just seemed to turn away slowly and I don't think one of them fired his guns."

He saw his victim spin down and crash, raising his personal score to four destroyed. F/L Buckham is close behind with three and a half.



These four Ontario pilots are just as tough as the cactus behind them. Here they are studying a map preparatory to a sweep over North African territory. Left to right: Sgt. S. Glover, Wallaceburg; P/O J. Tindale, Toronto; Sgt. L. Wallace, Agincourt; Sgt. W. Lethbridge, Glencoe. (Official RCAF Photograph.)

MEMBERS OF RCAF HAVE BIG WEEK IN TUNISIA

F/L George Hill Chalks Up His Seventh Victory In Campaign

Last week was a big one for Canucks in North Africa, beginning with the arrival of A.V.M. Curtis, D.A.O.C. in-C. overseas, on an inspection tour of RCAF personnel in that theatre of war.

Canadian air crew took part in all major events of the week. Their score included three Me.109s destroyed, one Ju.88 destroyed, and the announcement that a large U-boat was recently sunk by a Hudson whose crew included a Canadian WOP/AG.

F/L George Hill, a Nova Scotian, was high individual scorer with two 109s destroyed in two days, bringing his total score to seven in this campaign. Hill is flight commander of the RAF Spitfire squadron which now ranks as second top scoring squadron on the Tunisian front.

On a sweep over Tunis and Bizerta, Hill and his mates spotted 13 Me.109s flying in three sections. The Canadian chased one section of three and engaged one of the planes in combat.

He dived down after the Messerschmitt almost to ground level, dodging a lot of flak coming up from the landing ground north-east of Tunis across which the chase had led. Hill opened fire on the Hun fighter, hitting the glycol tank. First one and then the other wheel dropped down, and then, with smoke pouring up, the 109 spun and crashed.

The next day Hill again engaged an Me.109 and shot it down in flames.

The same day P/O Harry Fenwick, D.F.C., of Sioux Lookout, Ont., also destroyed a 109 when he and his pals attacked 12 Messerschmitts over the Tebourba area. Fenwick saw his bullets strike the 109's fuselage and glycol tanks. The Hun plane turned on its back and spun downward.

Fenwick has now destroyed six German aircraft in North Africa.

A few evenings previously Sgt. Pilot Gordon Linklater, of Sudbury, Ont., took his Beau- fighter up to meet enemy raiders near Algiers and "banged one down" for his first victory.

Sgt. Rod Blair, of Moose Creek, Ont., was flying as WOP/AG in his Hudson when

S/L FOSTER'S BOYS GET INTO STRIDE

Two enemy fighters were quickly shot down recently as the RCAF Spitfire squadron commanded by S/L Brad Foster, of Montreal, got into stride in the front line with the Desert Air Force.

A Macchi 202 was definitely destroyed by P/O Scott Bushe, of Montreal, and an Me.109 had to force-land behind its own lines when put out of action by P/O James Bickford, of Clearfield, Penn.

The scrap took place over Cape Bon. Others in it were F/L Jacques Maurice, of Toronto, and F/O Guy Wood, of Ann Arbor, Mich. The Canadians suffered neither losses nor damage.

Recently this squadron's members covered the amphibian plane rescue of a noted English pilot. Later F/O Eric Mitchell, of Porteau, B.C., damaged an Me.109.

YOUNG FIXES "LIVE" BOMBS

"It takes a lot of guts to dismember a high explosive bomb," said W/C "Joe" St. Pierre, commanding officer of the French-Canadian squadron, "and I can think of a great many jobs I'd rather do. However, our armaments officer thrives on them."

The young man in question, P/O Robert Young, of Regina, dealt with three separate incidents within four days recently, each of which called for prompt action in the face of imminent danger.

After a Ruhr raid one night a bomber came back bearing a "hung-up" 500-pound bomb in its rack. Within a few minutes P/O Young began the demolition of the weapon.

A day or so later an aircraft of a brother squadron crashed on the airfield just after take-off. Immediately Young rendered two 1,500-pound mines harmless.

The following day he had to rush out on the runway of his station, and, with utter disregard for his personal safety, rendered harmless a 4,000-pound "block-buster" that would have exploded within a few moments and endangered numerous airmen and aircraft.

Young enlisted in May, 1939, and was commissioned last November. He is 29.

INCENDIARY BOMBS HIT AIRCRAFT IN MID-AIR

Veteran Canadian Air Crew Had to Fight Flames On Return Trip

A veteran all-Canadian crew brought a crippled Halifax back from a raid on Stettin recently after being accidentally "bombed" with incendiaries in mid-air over the target by one of our own aircraft.

With the cockpit seething with flame and smoke, his own uniform on fire, and with his controls completely useless, P/O W. S. "Rocky" Sherk, D.F.C., of Ridgeway, Ont., zig-zagged wildly away from the target, steering only by alternately gunning and throttling back his port and starboard motors.

One of the two incendiaries that struck the aircraft exploded in the engineer's compartment. That set the kite on fire. A second incendiary was found after landing at base. It was inside one of the wing gas tanks. By some mysterious good fortune, it had not exploded.

SYMONS SENT MESSAGE OUT DESPITE PAIN

Calgary Wireless Op Had German Bullet Wound In His Hand

FIGHTER ATTACKED

FLARE-PATHS were lit all over southern England, Air Sea Rescue launches stood ready to cast off from coastal havens, plotting-rooms kept busy—all in response to a faint but insistent staccato of dots and dashes that came from far over the sea.

They told of a battered Stirling battling homeward against violent headwinds.

They were sent out from a transmitter operated by a hand that throbbled with the pain of a German bullet in it. The key hand belonged to P/O Johnny Symons, of Calgary. It was his calls that enabled the plotters in England to keep track of the bomber. Without them, the Stirling might have gone into the sea and the crew might have been lost.

Newbie Pilot

The 19-year-old pilot, a New Zealander, urged the bomber on its course. Only three engines were giving power, the elevators were damaged, no rudder control was left, and only one alleron was working.

The English second pilot helped the skipper to keep the wavering bomber properly trimmed. It was one man's job. In his turret the Scottish mid-upper gunner, his face bloody and bristling with broken perspex, watched the skies. The English navigator coolly worked out the nearest way home, while the Welsh flight engineer worked furiously on the three remaining engines and the English bomb-aimer hurried about gathering guns, ammunition and other portable articles and hurling them into the sea.

The Stirling had almost reached its Duisburg target when it was attacked. Nobody saw the fighter. It roared out of the black night, its cannon and machine-guns letting out blasts that shattered the rear turret. It was swung towards the port side at that instant. The attack came from starboard and the English rear-gunner caught the full force of the blast in his back. Twenty seconds later another blast came and the gunner lay dying. The whole rear assembly was wrecked, a shell in the mid-upper turret had scattered broken perspex in the gunner's face, the Canadian wireless operator's key hand was fractured by a bullet, a petrol feed-line was hit and the floor of the fuselage was flowing with petrol.

(Continued on page 5, col. 5)

While Sherk steered a very (Continued on page 6, col. 4.)



SGT. "ACE" PIXLEY, who says he is "a conservative type from way out in the bush country," finished a quiet leave last week. "Ace," WOP/AG from Nipawin, Sask., took life very quietly because he was concerned about being down to his last sixty pounds.

One friend of his that spent leave with him was Sgt. AG "Red" Reilly of Miami Beach, Fla., who still basks in the glory of once being a next-door neighbour of Betty Grable.

Sixty pound rolls — Betty Grable next door—can they wonder when us plain folks get frustrated?

Sgt. AG H. T. Ford, of Konowa, Oklahoma, is a member of a Stirling crew that has six members and five nationalities so far. Two Englishmen, a Scotsman, an Irishman, a Canadian and himself have been assigned to the big kite so far. They are at present at a conversion unit.

The Canuck in the crew is the pilot, Sgt. Bob Ferguson, of Port Dover, Ont.

Ford still hopes to remuster as a pilot some day. He sends his love to his Canadian wife and daughter in Winnipeg.

Going back on ops, as soon as I recover from leave, was Sgt. Earl Holton's intention last week. An air-gunner from Salvador, Sask., he is the only Canadian in his Lancaster crew.

Three Canucks of a Stirling crew in the persons of Sgt. Earl Forsyth, of Regina, the skipper, Sgt. Don McDonald, of Edmonton, the navigator, and Sgt. "Shorty" Guepin, of Montreal, the bomb-aimer, spent leave together in London last week—except for romantic excursions by the skipper and bomb-aimer.

McDonald won the junior golf championship of Alberta back in '36. One match in the semifinals went to the 23rd hole before he took it.

been eventful, but "quiet and lucky just the same" so far.

Falloon was a corporal first before he remustered for flying duties.

A couple of old school friends, Sgt. AG Monty Lamoure, Niagara-on-the-Lake, Ont., and Sgt. Nav. Art Lloyd, Guelph, Ont., met by good fortune in the Beaver Club snack bar last week. They attended school together in Hamilton back in "the dear old Golden Rule days."

Monty wants word of LAC Winston Greaves, while Art is out of touch with an old friend, V-22762 Leading Seaman Gordon Ogilvie, of the Maple Leaf Navy. Write in care of the Canadian Base P.O., England, Gord.

With their first tour behind them—and no one in the crew hurt in its course—F/Ss Murray Staples and Stan Aspinall are now instructing.

"Don't worry; if instructing gets us brassed off we're going to ask for a second tour," grinned Staples, who was air-gunner in their Wimpy.

The boys were on leave together last week, and Staples met an old Winnipeg pal, Pte. Ian Grant, of the Queen's Own Cameron Highlanders, by way of a reunion.

He would like to hear from F/O "Norm" Thorpe, another Winnipegger and a navigator.

Aspinall wants a letter from another Stratford, Ont., WAG, Sgt. Len Butson.

On three weeks' leave while awaiting posting to O.T.U., Sgt. WAGs T. J. Clarke, Spring Coulee, Alta., and Jimmy Hinchcliffe, Hamilton, said there was "nothing original about our leave—just lots of fun."



Some of the ground crew members of the first Canadian Bomber Squadron are shown with their Commanding Officer, W/C Pitt Clayton, D.F.C. and bar. Left to right: LAC T. Borrowman, New Westminster, B.C.; LAC J. Ducker, London; LAC J. W. R. Cunneynworth, Ottawa; F/L W. "Stan" Taylor, Vancouver; Cpl. E. C. Buck, Toronto; W/O A. C. P. Clayton, Vancouver; LAC G. Bell, Toronto; LAC J. N. R. Beaudin, Ottawa; LAC G. N. Ericksson, Montreal.

JEEPER'S CREEPERS

By P/O J. W. SANCTON

WHEN an airman says he's "had" a thing, he paradoxically hasn't had it at all. But when members of the famous Canadian fighter outfit led by S/L Eugene L. "Jeep" Neal, D.F.C., of Quebec City, next morning insist with weary satisfied smiles that they "had" a good time at the squadron dance, it is safe to assume in the old-fashioned sense that a good time was "had" by all.

Last week's biggest event for the RCAF's top Spitfire unit was a success from start to finish. The D.R.O. announcement, "All WAAF, ATS and Land Army personnel are invited," augured well and the final view of all ranks may be taken as gratitude to F/O R. L. Orpen, M.M., of Lachine, Que., adjutant, for his major part in organising the event.

Not to be forgotten either is the squadron's marking of Easter, with an all-Canadian evening service conducted by the RCAF padre, S/L C. E. Rockingham. A busy flying day came to an abrupt halt especially for the occasion.

Later that evening the mysterious "O.P.A." brotherhood comprised of officers of the squadron and known unofficially as "Jeepers' Creepers" staged an orgy. It began one hour before midnight with all in ceremonial garb—shirt outside trousers and tie around waist—and absent members were summoned bodily from their rooms pyjama-clad and carried on their mattresses into the inner sanctum. Here, with the furniture pushed back, the frenzied affair got under way with all the ritual of a childhood "rough house"—mounted tilts, tumbling, wrestling and an East versus West scrimmage of indecisive result. As weary brothers of the order slipped away to bed the ceremony came to a close.

Before this column appears in print eight more of our numbers will have departed on posting to a new unit of the RCAF. Led by a squadron "old original," F/S Jack Moffatt, of Regina, Sask., wireless section chief, the others are all general duties men who have been with us various lengths of time from years to months: LACs T. J. O'Connor, of Toronto; J. E. M. Anderson, Verdun, Que.; C. R. Arthur, Rocanville, Sask.; D. W. Duncan, Toronto; A. MacKinnon, Inverness, N.S.; J. C. Morrow, Barrie, Ont.; and W. R. Ross, Aldergrove, B.C.

Earlier last week F/O J. H. Barclay, of Watrous, Sask., who fast became popular hereabouts as supernumerary adjutant in a two-months stay, departed to take up a post with an RCAF Army Co-op. squadron. On the shifting sands of postings all these fellows are wished good fortune.

Promotions still crop up regularly, too, and the week brought rank of flying officer to two more pilots: W. E. "Bill" Cummings, of North Bay, Ont., and H. A. "Benny" Benson, of Moose Jaw, Sask. This leaves the formation with but three of the once prolific P/Os.

PAY TABLE CRUMBS

By P/O J. W. SANCTON

SPRING has come at last. Before disbanding for the summer season, the local "hot-stove league" held a number of final sessions to review some of the ponderous problems that have been perplexing even its most book-larned minds in the past few months.

One thing that is agitating many of our keen types is WO2 Moore's return to schoolroom practice. Yessir, members of his staff have to put up their hands before they can leave the room.

Also general is admiration for LAC "Curly" Moore's ability to keep a straight face. The "Human Sphinx" told the boss he fell asleep in the Tube, upon reporting 15 minutes late for work the other night, without eyeing a bat—we mean battling an eye, sorry!

One Spring development that was to be expected is "Charles Boyer" Poliquin's deep interest in the feminine section of the Treasury Department.

IT CAME BY WIRE
By Cpl. J. F. CUTLER

TO get the Gong this week for outstanding achievement, W/L W. J. C. MacArthur, old sawbones of this squadron from Oakville, Ont., wishes to be announced as the proud father of a baby boy. It came by wire; the news I mean.

We shake hands with and say adios on the departure of F/O D. B. Rogers, Amherstburg, Ont., and Sgt. W. S. Brady, of Ottawa. Also to some of our old original ground crew, LAC Elphinstone, the bowser man, AC "Paddy" P. J. Bruce, AC K. Sharrman, AC J. Gallivan, LAC Stoppler, from Hodgenville, Sask., and "Junior" from the orderly room, LAC M. Gordon, Toronto.

MADE TO MEASURE IN TWO DAYS
R.C.A.F. OFFICERS' UNIFORMS
HARRISON
REGENT ST. W. MONTREAL
ALSO STOCK UNIFORMS

SUNDRY SAD TYPES

By C. S.

MANY are the sighs from sundry sad types on completion of the Station Disciplinary Course this last week. The final "Passing Out" parade was just that for a good many of the derelict square bashers. However, celebrations and commiserations have been over and done with these many moons, the less said the better!

This week the Fog Hogs lost quite a few of their old-time members with the posting of LACs Schneider, Roach, Petrant, Giroux and, of course, Cpl. Ed. Cancellia. Ah, me! There goes our basketball team!

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LEARNED LESSONS
By F/O L. McMONAGLE

TO celebrate the squadron's recent return from an exercise, the air crew engaged a formation of F.W.190s and making good use of the lessons they had learned, chased the enemy out of the country, probably minus one of their comrades. Credit for this goes to our Commanding Officer, S/L F. W. Kelly, D.F.C.

FOR FINAL STUDY
A party of WAGs and other air crew who had their O.T.U. in Canada and are now stationed at a reception centre in Britain awaiting further training include:

ON LEAVE

ALL Spit. pilots of "Jeep" Neal's Sgts. Bob McLellan, Moncton, G. R. Stephens, of Montreal, and Rob Lawson, of Buffalo, N.Y., have been busy reconstructing old London in bright shades of metaphorical red paint of late.

ACI Sid Burmack, Cpl. Ed. Cancellia, Ed's young brother, Vic, an AC, and ACI Bill Halperin, all pals from Civvy Street in Winnipeg, came to London on leave last week. Burmack in particular was a tired man, and wanted to rest up.

Attached for a short time to the RAF, LAC T. L. L. Bourree, a fitter, of Mazenod, Sask., took the opportunity to sprout a handlebar moustache of the Simon Legree type.

Other Canadians in the crew are Sgt. WOP/AG Al Sutton, of Toronto, and F/S Nav. Carl Morton, of Ottawa. Football fans will remember Morton better in his capacity of snapper for the Ottawa Rough Riders.

ATTACKED BY A Me.109 night-fighter over Nuremberg one night, their Halifax was saved by the prompt action of the English rear-gunner. He fired first and the discouraged Me.109 dived away.

FOO IS IN ORDER
By Cpls. HILLEN and MORRISON

HERE we are back again, with P/Os Sid Mills and Doug Matheson, who have well earned their latest promotion to F/O.

LAC Madie, who fills a seat in the Orderly Room, has been binding that he never received his issue of blades to trim his "Errol Flynn" tache.

BRISTLES
ROUNDED UP 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

TIP FOR SAFETY RAZOR USERS

No. 1 LATHERING. Most shaving soaps contain an ingredient which softens the stubble...



TEN I.O.s STUDY BRITISH SYSTEM

Ten RCAF intelligence officers have arrived in this country to study the RAF's system of intelligence for possible incorporation...

HEADQUARTERS

The slow-down on the softball front last week was mostly due to weather, and few of the scheduled games were played...



F/O W. J. O'Donnell, of Ottawa, was awarded the D.F.C. for his part in attacks on enemy shipping...

WOMEN'S DIVISION

SAY! Have you seen the brand-new sergeants we've got? Congratulations to Cpl. Pat Boreham, of Peterborough...

INCENDIARY BOMBS

(Continued from page 1) rough course for the coast. "Scrammy" McGladrey was beating out the flames...

"There was a lovely mess of fires and light flak," he said, "and I thought that this wasn't a very healthy place to jump into..."

CANADIANS LOSE AT FIELD HOCKEY

Canadians tried their hand at field hockey when they entered a team in a field hockey tournament in the south of England...

WITH RADIO MECHS

(Continued from page 3) known. Another "pub do," boys? "Klop," the lucky man, is the winner of this week's Room 5 lottery...

WILTSHIRE M.U.

By LAO Louis Ziff MOE ASPLER, that hardy perennial from Montreal, is now firmly planted in the Yorkshire clay...

FILM LOG

"WHEN JOHNNY COMES MARCHING HOME"

At the first let it be said that the musical pleasures of this film make it worth your while and money...

"A NIGHT TO REMEMBER"

(Gaumont, Haymarket and Marble Arch Pavilions) At the above show mills you can get a mixture of Greenwich Village zainness, murder mystery, a couple of beautiful people who can also act...

LAUGHTER UNLIMITED ARTHUR "Miss ASKEY" in London Ltd. WITH EVELYN DALL ANNE SHELTON · RICHARD HEARNE MAX BACON · JACK TRAIN

ODEON Leicester Square PHONE: WHI. 6111 Showing at 11.0, 1.15, 3.30, 5.50 and 8.0 Rafael Sabatini's GREATEST STORY OF STIRRING ADVENTURE TEMPESTUOUS ROMANCE WITH Tyrone POWER Maureen O'HARA Thomas MITCHELL THE BLACK SWAN in Technicolor!

ENTERTAINMENT GUIDE

Table listing theatres and cinemas with their respective shows and showtimes. Includes Hippodrome, Leicester Sq. Theatre, Palladium, Victoria Palace, etc.

HAPPIDROME MILLIONS ARE WAITING for this quintessence of happiness and laughter... EMPIRE LEIC SQ Starting FRIDAY next 3 MEN AND A DOPE (free American for a dizzy blonde) in a delicious comedy glorifying the best M.G.M. traditions...