



## Canucks Helped to Provide Air Cover

### MANY VICTORIES IN TUNISIAN AIR BLITZ

S/L Hill, D.F.C., Got Two in One Day, Raising His North African Score To Eight and a Fraction

SOME WOP/AGs ARE WITH USAAF

ALTHOUGH the enemy showed only half-hearted and sporadic resistance to the continuous relays of United Nations' aircraft shuttling across the lines in the final phases of the advance on Bizerta and Tunis, RCAF pilots of fighters and fighter bombers of the Western Desert Air Force continued to pick off their full share of the few Huns and Italians who showed fight.

One day last week S/L George Hill, D.F.C., Pictou, N.S., increased his score by two and a fifth destroyed. The exploit was accomplished just after the official announcement of his D.F.C. It brings this 24-year-old squadron C.O.'s record for two and a half months in the African theatre of war to eight and a fifth enemy aircraft destroyed, and many more damaged. Before coming to Africa, he had shot down one Hun plane in the Battle of Dieppe.

The first day Hill came to the famous RAF fighter squadron in North Africa which he now commands he had a shot at some Me.109s and, figuratively, he hasn't stopped shooting since. He started with his present unit as a flight commander and is now squadron C.O.

### EDWARDS HAS TEN VICTIMS IN MID. EAST

Twice Decorated Officer Used Three Minutes For Double Kill

In the space of three minutes F/L James Francis Edwards, D.F.C., D.F.M., of North Battleford, Sask., blew two enemy Me.109s out of the air. By so doing he raised his total to 10 destroyed.

This 21-year-old Canadian flight lieutenant led his flight of an RAF fighter squadron into an attack on 12 Messerschmitts inside the enemy lines beyond Soussa. He accounted for two of them personally. He came at his first victim from an angle and sent him flaming to earth with one short burst. The second he despatched with two unerring squirts from astern.

Another pilot declared that Edwards had fired only a few hundred rounds in the brief double conquest. It was this crisp and decisive quality displayed by Edwards right from his first operational trip last March when he shot down the first Me.109 he had ever seen. His only comment after the battle was:

"We had the jump on them, and it was too good a chance to miss, although there was a lot of luck in it. I shall never forget the way the second Jerry left a long trail of black smoke as he fell, just the way they used to do in the movies when I was a kid."

### BURMA FREIGHT CARRIED BY "FLYING ELEPHANTS"

Before the war more freight was being carried by air in Canada than in any other country in the world. Bush pilots were flying loads under conditions people said were impossible into places theretofore impenetrable. To-day, in India, a small group attached to a RAF squadron is carrying on this tradition.

Pilots, observers and WAGs of the RCAF, they now fly behind the insignia of the "flying elephant" painted on the noses of their Hudsons. They get their girders and gear to the front lines. Their kites fly daily to landing strips and advance bases almost in Burma. These landing strips, by the way, are paddy or rice fields smoothed out a bit, and just a bit. The elaborate control tower of a pukka drome gives way to a small bamboo hut with a radio set, a Verney pistol, and a red flag for equipment.

The Japs have a fair idea of the run and times of the "mail

plane," as the freighter is called, and more than once it has had to scoot for safety. The crews take chances, too, on being bombed on the ground at the forward aerodromes when the Japs make their periodical raids.

A Hudson the other day was coming into land when the duty pilot rushed from his hut and fired his Verney. The pilot barely gained enough height to clear a Hurricane which was taking off. A few seconds later and the two aircraft would have crashed head on. Warning had come of Jap planes in the vicinity, and Hurricane pilots, awaiting the order to "scramble," had taken the order seriously when it came. They aren't called the "Hurry boys" just because of the name of their aircraft.

Some of the Hudson Canadians are Sgt. William Lewis, Victoria, B.C.; F/O J. Arthur Cook, Calgary; P/O D. A. "Peter" Briscoe, Victoria, B.C.; P/O Norm Brown, Toronto; and Joe Friel, Moose Jaw.



P/O Homer "Hap" Armstrong with an Anzac pal, changes temporarily from patrolling Burmese and Indian skyways in a Hurricane to riding the roadways in a Jeep. Armstrong shot down three Japs and shared another in one week.

(Official RCAF Photograph.)

### HE'S COOKING WITH GAS ON BURMA FRONT

"Hap" Armstrong Destroys Three-and-a-Third Jap Aircraft

ALL IN FIVE DAYS

P/O HOMER "HAP" ARMSTRONG, of Toronto, is right now the hottest member of one of the most active RAF fighter squadrons on the Burma front. "Hap" has destroyed three Japanese aircraft and shared in a fourth in five days' fighting.

He, the only Canadian in the unit, started his scoring spurge on the day the squadron shot down eight Jap kites and probably downed at least one more and damaged two others.

Following an order to scramble, the Hurricane climbed to 18,000 feet, where they saw a formation of 15 Japanese 99s—medium army bombers.

Nine-Second Burst

Armstrong attacked his first aircraft from 350 yards out. He fired a nine-second burst and roared in until he was only 50 feet away. Black and white smoke poured from the Jap's engine as he pulled away. He did not see the plane go down, but a fellow pilot reported watching it go into a dive between two cloud banks.

He saw another Jap bomber at about 3,000 feet, and he dived on it with a four-second burst. Another pilot from his squadron came in to help, and a few seconds later they saw the enemy aircraft hit the deck in flames. He then teamed up with two more pilots, and the three shot two more bombers down.

It was pretty much of a scramble in the sky that day, with some Jap bombers being attacked several times by a single pilot or groups. Armstrong's final score was assessed at two-and-a-third "kills."

Four days later he went up against a group of Jap Army OI fighters. Armstrong made a starboard quarter attack on one and gave him a four-second burst as he closed in. White smoke poured from the plane and the Jap tried to get away. Armstrong stall turned, gave the Jap another burst from astern and above, and saw him go into a low flat spin. Another pilot got a probable that day, to bring the squadron's score to 10 destroyed, four probables and eight damaged in a week.

### DORTMUND RAID WAS ONE OF HEAVIEST OF WAR

Fleming and Crooks' Units Took Part in Bombing Of Ruhr Town

In one of the heaviest raids of the war a tremendous tonnage of bombs fell on Dortmund last week. Several large explosions and areas of fires were reported by Canadian Bomber Group crews who took part in the attack. Heavy flak was mentioned by all, as well as numbers of night fighters.

F/S S. E. Youngblut, Londonboro, Ont., said: "I saw one big explosion that sent flames up five or six thousand feet, spitting fire through the heavy billows of smoke and then rolling out into a ball of fire."

"At least six big explosions of red flame and black smoke were reported by Sgt. G. V. Tompkins, Kindersley, Sask. He thought they might have been caused by gas tanks going up."

Other Canadians from the Halifax squadron of W/C M. Fleming, D.F.C., on the raid included Sgt. R. A. Booth, Winnipeg; Sgt. Dick Doe, Barrie, Ont.; Sgt. W. A. Simonett, Parham, Ont.; Sgt. R. Weedy, Vancouver; and F/S G. E. Aitken, Imperial, Sask.

W/C Crooks' Wellington squadron was also out in force. F/O "Red" Hunt, a bomb-aimer from Montreal West, was graphic in his description of the raid. He mentioned a "terrific explosion that came right out of the bowels of the earth and belched flames up to an easy 2,000 feet. Everything seemed to go at once, and it burst out to a quarter of a mile square."

Others saw this explosion, too. Newly commissioned P/O William Maxwell, Leamington, Ont., said it was bigger than any of them had ever seen before.

"Nothing could have survived those flames," he added.

Others there in Crooks' Wellingtons included P/O Dal Laskey, D.F.C., Fredericton, N.B.; F/S Hewart Piddington, Dundas, Ont.; P/O Jake Watson, Hamilton, and F/O John Lewis, London, Ont.

Canadian air crew in an RAF Lancaster squadron saw concentrated fires and many explosions and large numbers of searchlights.

These boys included Sgt. Lloyd Beaven, Druid, Sask.; Sgt. Bob Bradley, Toronto; P/O Vernon Wood, Oliver, B.C.; Sgt. Bill Reid, Toronto; Sgt. Eric Davidson, Westmount, Que.; Sgt. Lawson Sparling, Aylsham, Sask.; Sgt. Cecil Sinclair, Thornhill, Ont.; and Sgt. Bob Morley, Toronto.

### A NEW DRAFT HAS ARRIVED

Another draft of RCAF reinforcements has arrived in Great Britain. Personnel included observers, pilots, navigators, bomb-aimers, air-gunniers, WAGs and radio mechanics. The officers, most of whom will go immediately to O.T.U.s, all plumped for Berlin for choice of first target.

One of them, F/O Al Aylsworth, of Nanapan, Ont., learned he was the father of a son just two days before sailing.

Senior officer on the draft was W/C G. R. F. Gross, Toronto. Three former newspapermen were in the party, F/O Bill Dumsday and P/O Bob Thomson, both of Toronto, and P/O Hy Steilman, Montreal. A former accountant overseas with the rank of flight lieutenant, P/O Bill Hobson, of Kelowna, B.C., came to this country for the second time in the war, this time as a pilot.

Another who remustered from ground crew was P/O Murray Cook, a Toronto navigator.

### KNOTS, NOT MILES, WERE REGISTERED

The driver of the Jerry freight train, travelling along a high embankment, must have been mildly surprised to look down and see a giant Stirling roar past with all turrets blazing. Flying low after a raid on R-mock the Stirling took a holiday and whopped up the train. Later, flying still lower, the crews could see four furrows in the water from the slipstreams as they headed up a fjord in Denmark. They won't say that the skipper wasn't shooting a line when he claimed that water was coming in the pilot heads and the air-speed indicator was registering knots instead of miles.

Canucks in the RAF bomber were F/S Bert Howard, of Calgary, and Sgt. Bill Parsons, of North Battleford, Sask. The bomber boys couldn't claim a fighter, but they got a train.

### THEY NEVER FAIL TO SEE FIGHTERS

The crew with which Sgt. Danny Ferguson, of Inverness, N.S., flies as mid-upper gunner have yet to take their Stirling on an op. and not see an enemy fighter.

Over Essen, Stuttgart, Nuremberg, Munich, Turin, Duisburg, L'Orient, Frankfurt and St. Nazaire, to name a few targets they have been to, they have at least seen one Hun, but seldom have the Jerries been able to approach them closely, and Ferguson hasn't fired his gun at one yet.

S/L Stephens, our skipper, believes the main thing is to evade them," says Danny. "He sure does evade them, too," he adds. "Once when we were returning from Mannheim on three engines he threw the kite around so fast when a fighter came close that the navigator was taking astro-shots through the escape hatch in the floor of the fuselage."

### ESCAPE FROM JAVA IN PATCHED-UP LOCKHEED

International Quintet Fly Training Crate 2,600 Miles

When Java fell the Japanese thought they had an RCAF pilot among their prisoners, but the Canadian had other ideas. Today, a year after the island capitulated, F/O R. Mendizabel, of Sarnia, is still fighting the Japs in the sky. He is flying Mohawk fighters with a RAF squadron on the Burma front.

During the Japanese drive in the Netherlands East Indies he was attached to an RAF squadron and managed to knock a few Japs out of the sky in those months. Just how many or when he won't say.

"The records are all lost now, so I guess we'll just forget about them," said Mendizabel. When he was stationed in Java when the island gave in, but not the Canadian, nor a New Zealander, a Dutchman and two Australians.

Every aircraft which could not be flown out of the country had been destroyed as the Japs advanced, but there was an old Lockheed training plane in a corner of one flying field. It had been abandoned some time ago because, in the first place, its

tail was smashed, and, secondly, there wasn't much in the way of training going on just then, and training planes are not the best things in which to fly against Japanese fighters.

Another Lockheed had been destroyed purposely, by the simple but effective method of driving a truck into it. This was the situation when they arrived on the scene and decided to do something about it.

There wasn't much time, the Japs were expected at the field hourly, no one knew exactly when. The boys were pilots, not mechanics, but they decided to see what they could do with spare parts from the two machines.

In a day they had one serviceable. At least it would fly—they hoped. Then came another problem. The field had been thoroughly bombed, and there was blown-up wreckage strewn everywhere. They managed to clear a semblance of a path, marking it with sticks between the craters.

By this time it was two days after Java fell, and it was now or never. They finally got into the air, and flew in one hop the 1,200 miles to Northern Sumatra, each taking turns at piloting the Lockheed. The next hop was one of 1,400 miles to Ceylon, which they made without event.



WINGS ABROAD

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EDITORIAL

SPREADING WINGS

THE manner in which the Royal Canadian Air Force Overseas has spread its wings needs no better example than is to be found under the new Base Accounts set-up.

What better indication could there be that R.C.A.F. air crews and ground crews also, really get around?

Canada's commitments for the RCAF Overseas represent a staggering figure, and have attracted wide attention.

That Canada is now financially responsible for the complete maintenance of 35 overseas squadrons projected in the 1942 agreement, in addition to the three squadrons which came over in 1940, is just part of the story.

(Continued at foot of next col.)

HOLDS BAR TO DINGHY BADGE

P/O Russell Harling Has Twice Been Saved By Dinghy and the Air-Sea Rescue Service



P/O Russ Harling came overseas early in 1940 and flew in Lysanders with the old 110 City of Toronto Squadron.

THE RCAF is well represented on the membership roll of the Goldfish Club, which has been formed for airmen who owe their lives to the services of the collapsible dinghy.

Harling first became a member of this unofficial club last September when he and his crew-mates, returning from a raid on Bremen, had to ditch their aircraft after it ran out of gas.

He was awarded the "bar" to his dinghy badge after a mine-laying trip in February. Their Halifax, which was piloted by F/S Bill Gray, of Winnipeg, was just about to start the mine-laying run when a flak ship was sighted ahead and directly in the line of flight.

The hydraulics were shot away, and the port outer engine packed up completely.

GROUND CREW ARE TARGETS

Hazardous Work in Malta As Eats are Cocked For Warnings

Ground crews work under great hazards in Malta, a few minutes' flying time from enemy fighter bases in Sicily, and within easy range of the Luftwaffe and Regia Aeronautica.

While the blue sky over Malta is no longer a playground for the Hun and "Eytie," ground crew from force of habit still work with one ear cocked for the air raid warning.

Time was, not so many months ago, when it paid to be a good sprinter as well as a good tradesman on the airfields of Malta.

Other Canadian athletes who have thus used their feet as well as their fingers to good advantage, servicing radio equipment on Malta's much-bombed airfields, are LAC Rod MacLeod, of New Westminster, B.C., and LAC Walter Leadbury, of Toronto.

Like Novinger, they have been in Malta since last July, and are veterans of the October blitz and of the sporadic attacks before and since then.

Other RCAF radio and wireless mechanics out there include LAC Ray L. Roy, of Warne, Ont., LAC Lorne Newell, of Deloraine, Man., LAC Stuart Hogg, Valcis, Que., LAC Bill Aitken, Swift Current, Sask., LAC John Hawkins, Hamilton.

MINELAYING TRIP HELD PLENTY OF EXCITEMENT

Jim Hoey Sees His First Enemy Fighter Near Biscay

Sgt. Jim Hoey, of Keslo, near Moosomin, Sask., saw his first enemy fighter on a minelaying trip south of the Bay of Biscay.

While visiting a North English city recently, Bob Hoey had his first incident on this trip when one of their engines cut on their way out over the English channel.

Just after they had laid their mines a Ju.88 attacked. The rear-gunner saw the enemy kite come up from below, and dead astern and at a 100 yards it opened fire.

These were the first fighters Hoey had seen, and as far as he was concerned the sky was full of them.

When Hoey enlisted he wanted to be a mechanic, but at the recruiting officer's suggestion thought he'd try flying.

Now Susan, a frisky two-month-old pup, may not be the first dog in history who likes to chew a bit of gum after her meals, but she's the first one anybody in the Wolf squadron ever saw.

One of the latest to take command of a wandering hound is P/O W. T. "Bill" Lane, of Sudbury, Ont., a pilot in the Wolf squadron of the Canadian fighter wing.

She's a very superior breed of animal, contends Bill, because she chews gum, and in the

IT'S LEND-LEASE

F/S Bob McGillivray, rear-gunner, from Regina, left the overseas depot in Canada in such a hurry that he forgot to pick up a newly purchased identity disc.

While visiting a North English city recently, Bob McGillivray had his first incident on this trip when one of their engines cut on their way out over the English channel.

"It's a beauty, how much is it?" Bob asked.

"Then it's yours! It isn't too much, because it's lend-lease. You furnish the Canadian airman, and we'll furnish the discs."

encounters on that trip were two small bullet holes. One in the perspex of the mid-upper gunner's turret, and the other in the loop aerial.

Two nights later they took off for Duisburg, but not waiting this time until they got as far as the English channel, one of their motors cut within a minute of take-off.

On the way to Munich last March a Junkers 88 attacked the Stirling in which he flies as rear-gunner.

The flight engineer, an Englishman, Barker and Sgt. Zambra, Greco-British mid-upper gunner, saw it at the same instant, and the two gunners opened fire as the Jerry let go his burst.

The 'New Zealand captain, P/O Laurie Blair, sent the big bomber into a dive and turned in to meet the attack.

climbed and headed for home. Then the port inner engine went dead. Only 3,000 feet at the time, and losing a hundred feet a minute, Bill ordered the crew to take up ditching positions.

The rest of the men in the dinghy were F/O W. J. McNichol, bomb almer, Meyrone, Sask.; F/S C. O. Hancock, navigator, Strome, Alta.; Sgt. C. Wilby, flight engineer, Winnipeg; and Sgt. M. S. Braniff, mid-upper gunner, New Orleans, U.S.A.

They cracked jokes to pass the time away, and between jokes kept wondering if Gordie's message had got through.

As night began to settle two rescue launches were sighted. Both the RAF and the Navy were on the job.

Harling joined the 112, City of Winnipeg Auxiliary Squadron in August, 1939. When war broke out he was transferred to 110 Squadron and took the first air-gunner's course at Rockliffe.

FLEW IN LOW OVER BREMEN

Pat Finnerty Skipped Lone Wimpy Through Heavy Flak

"They couldn't shoot at us through trees," said Pat Finnerty, of Rosetown, Sask., reminiscing about a night they had the distinction of being the only British aircraft over the city of Bremen.

After bombing a target in northern Germany, their navigational aids packed up, and the crew found themselves well off the track.

Finnerty has done more than 20 ops. in Wellingtons and Lancasters. Longest trip he has made was to the Skoda works at Pilsen.

Over Essen one night they were attacked by a Ju.88. Pat turned to meet the onslaught, and the gunners opened fire.

HUN WENT DOWN OUT OF CONTROL

Sgt. Clark Barker, of Arden, Ont., has joined the ranks of Canadian air-gunners who have shot down a German fighter.

The flight engineer, an Englishman, Barker and Sgt. Zambra, Greco-British mid-upper gunner, saw it at the same instant, and the two gunners opened fire as the Jerry let go his burst.

The Canadian and Zambra were credited with the victory

F/O AITKEN JOINS GOLDFISH CLUB

F/O George D. Aitken, of Edmonton, who is a member of the RCAF Wolf squadron, recently became a member of the Goldfish Club, and received his goldfish with a single white wing.

The incident which entitled him to membership occurred last June. He had been over France with his squadron when he was attacked by three enemy fighters.

The Goldfish Club is sponsored by a manufacturer of the inflatable dinghies which are attached to the parachute of fighter pilots.

CASUALTIES

For the week ending May 11, 1943:

KILLED IN ACTION. P. D. Dunsayer, F/S, Washington, U.S.A.; B. M. Haight, F/S, Sudbury, Ont.; B. L. McMahon, F/O, Ottawa; H. C. O'Brien, F/O, Bazar, Harbord, N.B.; W. C. Wickar, F/S, New York, U.S.A.; J. H. Black, Sgt., Vancouver; G. I. H. Dunbar, Sgt., Sunnyside, Ont.; B. P. Green, Sgt., Vancouver; R. J. Heath, P/O, Toronto; G. C. Whitmore, P/O, Minnesota, U.S.A.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. G. J. Hurd, Sgt., Sherbrooke, Que.; A. F. Carway, Sgt., London, Ont.; Edwards, P/O, Pembina, Waiwai, A. R. Newman, Sgt., Fort William, Ont.; J. C. King, F/S, Toronto; M. Marry, Sgt., Welland, Ont.; J. A. McWilliams, Sgt., Syracuse, N.Y.; D. H. Sargent, P/O, Montreal; G. M. Shannon, F/S, Hamilton, Ont.; M. E. West, F/S, Toronto; W. R. West, Sgt., Edmonton; S. L. G. Buchanan, Sgt., Vancouver; H. R. Careless, G/C, Ottawa; S. G. Gaultier, P/O, Hamilton; L. C. Harris, Sgt., Peterboro, Ont.; E. F. Hurston, Sgt., Fort William, Ont.; H. K. Kurl, Sgt., Burlington, Ont.; M. MacPherson, F/S, Edmonton; A. McK. McCreary, Sgt., Whitecourt, Ont.; E. A. J. Ribault, Sgt., St. John's, Ont.; E. C. Robertson, Sgt., San Pablo, Calif.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. J. R. E. Smith, P/O, Toronto; D. Jackson, F/S, St. John, N.B.; S. L. Field, F/S, Hamilton, Que.; A. O. Robert, F/S, Montreal; J. A. A. Theissen, Ont.; W. H. Wilkie, Sgt.; H. A. Morris, W/O, Nokomis, Sask.

PREVIOUSLY REPORTED MISSING, NOW REPORTED KILLED IN ACTION. J. E. Macdonald, P/O, Edmonton; T. L. Wilson, P/O, Guelph, Ont.

MISSING, BELIEVED KILLED IN ACTION. F. C. Dunsay, F/S, Carman, Man.; E. C. Lachina, Sgt., Ballyvaughan, Sask.; H. G. MacDonald, Sgt., Vancouver; C. G. Stanley, P/O, St. John, N.B.; J. E. Audy, Sgt., St. Thelma, Que.; D. G. Dugal, F/S, Montreal; W. C. Forbes, Sgt., Windsor, Ont.; J. R. L. Gaultier, P/O, Montreal; F. Glasberg, F/S, St. John's, N.F.; W. M. E. Lanette, F/S, Quebec City; A. Marcan, Sgt., Wilcox, Sask.; W. L. C. Thompson, Sgt., St. John's, N.F.; J. C. Cory, F/O, Medicine Hat, Alta.; W. F. Tepping, F/S, Fingert, Sask.

DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION. K. J. Hawkins, F/S, Toronto.

WOUNDED OR INJURED IN ACTION. A. A. Mellis, Sgt., Duncan; J. Bardsley, F/S, Montreal.

MISSING. R. G. Caldwell, P/O, Fort Arthur, Ont.; C. B. Campbell, P/O, D.C.F.C., Vancouver; W. B. Drake, Sgt., Ganter, B.C.; R. Dunbar, Sgt., Shaughnessy, Sask.; T. A. Dutton, F/S, Calgary; J. H. Gaudin, Sgt., Brownville, Ont.; J. P. Larson, Sgt., Redville, Sask.; L. M. Lymburner, Sgt., Fonthill, Ont.; H. S. Macpherson, Sgt., Artisanish, N.B.; H. R. Millson, Sgt., Toronto; L. A. Parker, F/S, Chilliwack, B.C.; D. C. Plauert, Sgt., North Bay, Ont.; J. N. Reisz, Sgt., Toronto; J. A. St. Laurent, Sgt., Augusta Maine, U.S.A.; B. C. Smith, P/O, West Summerland, B.C.; A. J. Vlas, Sgt., St. John's, N.F.; O. H. Waterbury, F/O, D.C.F.C., Windsor, Man.; H. Bennett, P/O, Bounty, Sask.; R. R. Bird, Sgt., Lashburn, Sask.; E. B. Clamilton, Sgt., Woodrow, Sask.; J. Edwards, Sgt., Toronto; J. R. Kee, P/O, Fort Erie, Ont.; D. G. MacDonald, Sgt., Victoria, B.C.; D. M. McKelvey, Sgt., Montreal; H. C. Lewis, F/S, Seneca, Mich., U.S.A.; C. McK. Menall, Sgt., Edmonton; J. G. J. Pridmore, P/O, St. John's, N.F.; J. C. Richardson, F/S, Hamilton, Ont.; G. H. Smith, Sgt., Sydney, N.S.; H. S. M. Terry, F/S, Toronto; H. W. Wilford, P/O, Woodstock, Ont.; G. J. Attkin, F/S, Toronto; A. J. Baze, Sgt., Brandon, Man.; G. H. Baker, P/O, Medicine Hat, Alta.; B. Baker, Sgt., Wakaw, Sask.; L. W. Brayford, W/O, Township, Ont.; B. F. Brown, Sgt., Indianapolis, Ind., U.S.A.; E. L. Buman, F/S, Charlottetown, P.E.I.; T. E. J. Casey, Sgt., St. Boniface, Man.; W. Collette, F/S, Toronto; D. B. Connors, F/S, Lethbridge, Alta.; D. McNeil, F/S, Hamilton, N.S.; C. G. Cumming, P/O, Galt, Ont.; C. F. Daley, Sgt., Sussex, N.B.; B. C. Davidson, P/O, Carleton Place, Ont.; Dickie, F/S, Trenton, N.S.; A. J. Down, Sgt., Chatham, Ont.; D. A. Ferguson, Sgt., Weyburn, Sask.; W. D. Hartney, Sgt., Calgary; H. J. Kilpatrick, Sgt., Oshawa, Ont.; J. A. Kilpatrick, Sgt., Vancouver; L. E. Logan, Sgt., Ottawa; D. W. Llewellyn, F/S, Tuzing, Sask.; L. J. McDougall, P/O, Avonlea, Sask.; D. P. MacLachlan, F/S, Herschel, Sask.; E. K. Mathok, Sgt., Chumley, Alta.; L. Murphy, Sgt., Halifax, N.S.; H. J. Riley, P/O, Welland, Ont.; J. G. Riley, P/O, Spruce Grove, Alta.; G. L. Spencer, P/O, Winnipeg; R. Strone, P/O, Hamilton Mills, Ont.; F. M. Tomlinson, P/O, Hants Co., N.S.; J. A. M. Tremblay, Sgt., Montreal; L. Med. Wadman, P/O, Brantford, Ont.; J. L. Ward, F/S, Battiford, Sask.; H. H. Ward, F/S, Edmonton; H. E. Wesley, P/O, Winnipeg; M. E. White, F/S, D.F.M. Boundary, Prescottville, N.B.; G. A. Young, Sgt., Swallow, Alta.; M. Zeevin, Sgt., Winnipeg.

KILLED ON ACTIVE SERVICE. A. P. Aitken, Sgt., Edmonton; R. L. Brinson, Ottawa; J. W. Billing, Sgt., Winnipeg; G. E. Clarke, Sgt., Peterborough, Ont.; H. B. Greenaway, Sgt., Transcona, Man.; A. W. Lachin, Sgt., Matador, U.S.A.; J. R. McCormick, Sgt., Moose Jaw, Sask.; J. H. McCreary, Sgt., Montreal; W. G. McLaughlin, P/O, George Town, Ont.; B. J. O'Donnell, Sgt., Porcupine Springs, Alta.; A. B. Shivers, P/O, Vancouver; L. Taylor, Sgt., Brantford, Ont.; H. H. Ward, P/O, Minnesota, U.S.A.; S. W. Gunn, Sgt., London, Ont.; A. G. Shorten, Sgt., Itzehoe, S. Saxony, P.O., Montreal; P. E. T. Townsend, F/S, Sherbrooke.

PREVIOUSLY REPORTED PRISONER OF WAR, L. J. Birchall, Sgt., St. Catharines, Ont.



It Shines in the Services NUGGET MILITARY TAN SHOE POLISH for EXTRA Smartness Also in Black & Dark Brown SUPREME FOR QUALITY

She's a Champ Chomper

It is rapidly becoming the fashion among fighter pilots of the RCAF in Britain to be able to claim at least part ownership in one of the dogs which always seem to wind up sooner or later at an air station.

One of the latest to take command of a wandering hound is P/O W. T. "Bill" Lane, of Sudbury, Ont., a pilot in the Wolf squadron of the Canadian fighter wing.

She's a very superior breed of animal, contends Bill, because she chews gum, and in the

owner's estimation this proves her to be of much higher mental calibre than the rest of the four-legged jobs in the vicinity.

Now Susan, a frisky two-month-old pup, may not be the first dog in history who likes to chew a bit of gum after her meals, but she's the first one anybody in the Wolf squadron ever saw.



# SHORT SQUADRON FLASHES



## WITH THE R.A.F.

**I**N the course of his tour of ops. F/S "Sandy" Candow's Stirling was attacked by night-fighters seven times. As a result it collected a total of exactly seven bullet holes!

A Newfoundland from Corner Brook, Candow is now a WAG instructor.

On leave in London last week, he had the luck to meet a couple of other WAGs who trained with him, Sgts. Jim Christie, of Regina, and Cyril Rowell, another Newfie, from Millertown Junction.

Christie has also finished his tour, and is now instructing. Rowell has almost finished his.

Only Canadian in Rowsell's crew is the bomb-aimer, F/S Frank De Marco. Christie had three others in his Lancaster, F/O Ken Earnshaw, the navigator; a Bashaw, Alta. man; F/S Hank Frazer, Port Alberni, B.C. bomb-aimer; and Sgt. Norm "Pop" Schofield, the skipper, from Rosetown, Sask.

### Peppered with Flak

Returning from a Berlin raid, Christie's kite was peppered with heavy flak over an obscure gun position. Not much damage was caused, but 10 minutes later the Lancaster was attacked by a Ju.88. Its bullets and cannon shells smashed up the rear turret pretty badly, and the English rear-gunner's foot was seriously injured, before the mid-gunner drove the enemy fighter off. At the same time the pilot began a dive that took them from 18,000 to 2,500 ft. It took a lot of strength to pull out of it.

"The clock" was registering 360 m.p.h. when they stopped looking at it! reminisced Christie.

Sgt. AG Murray C. Steinbach, Trochu, Alta., has been spending all his leave in London.

Sgt. WAG Fred Turner, of Winnipeg, has been visiting his brother, P/O J. H. Turner, C.O. of a technical unit.

Fred has two other brothers in the RCAF. They are Frank, an air-frame corporal and a Newfoundland, and Charles, an air-frame AC.

He would like to hear from an old friend, Sgt. WOP/AG H. Timbers. You can get him in care of the Canadian Base P.O., Timbers.

Pilot pals from the same squadron, Sgts. Bob Webster, of Kingston, Ont., and Don Gibbon, of Nelson B.C., visited Brighton, Cardiff, Edinburgh and London, all in one leave last week.

Bob used to play forward for Kingston Juniors hockey team. He was then in one championship year among other less successful ones.

F/S "Frosty" Snow, a Saskatchewan air-gunner flies in a Boston along with a S/L North, a RAF man! However, we hear they specialise in giving Jerry a hot time, which is nice but somehow contradictory.

Other Canadians in the same squadron are Sgt. WAG Pat Loubert, of Smooth Rock Falls, Ont., and P/O George Murray, a WOP/AG from near Hamilton, Ont.

Most of their do's are daylight light bomber and fighter escort sweeps. These are exciting affairs. The escorts are often engaged by enemy fighters, while the bombers often machine-gun ack-ack posts after bombing their ordinary targets.

F/S Nav. Harry Webb, of Fredericton, N.B., had to fatten himself for a year before the Air Force would take him for air crew duties.

A graduate of the University of New Brunswick, Webb was a civil engineer before enlisting. In college days—he graduated in 1940—he played basketball for the University Juniors.

If Sgt. M. G. East, Pentleton, B.C. sees his name here, he is invited to write Webb. East was formerly's Webb's pilot.

Before his military career a fruit and dairy farmer, now a Spitfire pilot, Sgt. Jim McLaughlin, of Colborne, Ont., can't decide whether he likes flying or farming best for a post-war career.

Another Canadian in his unit is Sgt. Pilot John Williams, of Vancouver and Winnipeg.

Sgt. Pilot Al Watkins, of Chicago and Regina, takes a realistic attitude to the problem of the post-war career.

"Sure, I'll stay in aviation," he says, "if I can earn a living at it."

Other Canadians in his unit are W/O Bill Smith, Brantford, Ont.; F/Ss Bill Campbell, Saskatoon; Chartier, Sherbrooke, Que.; Jack Marchamp, Westerner; and Sgt. Bob Basson, of Lethbridge, Ont.

Al would like to hear from a hometown pal of long standing, F/S Tom Smith, a Regina observer.

There is only one other Canadian in the Lancaster crew shipped by Sgt. Pilot Fred Yackman, of Sudbury, Ont. He is the bomb-aimer, Sgt. Chancey Morey, and Fred gives him a lot of credit.

In ops. over Essen, Frankfurt, Duisburg, and other Axis bases, their Lancaster has been the target of plenty of flak, but has never been hit yet, thanks to a good bomb-aimer, Fred says.

F/S Wally Morris, of Winnipeg, has finished his first tour of ops. A navigator bomb-aimer, his Stirling cruised over most major targets in Germany in that time.

## BAND SWINGS OUT

By LACs C. K. WOLFF and D. W. HAROLD

**A**T last it's happened. After months of practice our squadron band has made its debut. 'Twas at the "A" Flight party 'other night when flight commander S/L Sarnia Jim Stronach led his boys in the swing, jitter and live on the down-beat of those masters (?) of melodious (?) syncopation, those "Swordfish Racketeers." Inspired by the Indian pom-poms of his native west, F/S Bob Watt, Winnipeg, beat the rhythm while the trumpet of Sgt. Hal Bowman, Shawanavon, Sask., clarinet and sax of Cpl. Mac "MacEachern, St. John, N.B., and LAC W. N. "Smitty" Smith, Toronto, together with the piano of Sgt. Jimmy James and guitar of LAC "Fever" Hill produced that scintillating harmony. Among those seen trucking on down, inspired by "Honeyuckle Rose," were guests F/L Bill Adams, Toronto, O.C. "B" Flight, Bob Vaughan, Montreal, O.C. Maintenance, and "Tiny" Bostock, gunnery leader.

We're sorry to hear that LAC John Nichols, of B.C., Alaska and the Yukon, saw fit to postpone his leave for financial reasons. And that was such a carefully thought out letter you didn't mail to H.Q., John. Why with all those reasons for wanting the dough, how could they help but come across with the necessary?

A word of warning to all those who fall to feel out curbs in a black-out—remember a mighty hard-when-hit sidewalk lies just beyond. Cpl. Cye Bedford (St. John, N.B.) failed to pay the proper respects on a recent occasion, with the result that a bandage graced his golden locks.



Canterbury lamb may be tender, but the men who hail from the ranches of the Dominion are tough—mighty tough! Small wonder that they have formed the spearhead of our attack

In many theatres of war; for New Zealand is the home of men of courage and determination, splendid physique, fine features, and—good teeth, thanks to KOLYNOS, of course!

**IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST**



F/O "Bitsy" Grant, of Calgary, stands ready to mount his Mustang. Recently he and F/O J. W. Pnce, of Lanark, Ont., shot up 12 trains in the space of 40 minutes. (Official RCAF Photograph.)

for over a week. On the level, "Scotty," wasn't Cye feeling just a little bit high?

Auxiliary Services entertainment now includes a weekly picture show at the K.C., but with a stage review offered in addition when troupes are available. The two moving pictures and one stage show presented to date have certainly been well worth attending. Our thanks to Supervisor John Pitt and LAC Mel Tate for their much-appreciated efforts in arranging for and presenting the above entertainment.

A softball game of note brought together the squadron's air crew and ground crew for a nine-innings tussle. Final score 9-7 for the terra firma boys. One of the best men on the field was the umpire, our M.O., F/L A. Cohen, of Winnipeg, who really kept on top of the ball all through the game.

## A TALE OF WOE

By CPL J. F. CUTLER

**I** WONDERED why, as I wandered through to see the collectors of GEN and BUMPH, "Orderly Room to you," things were so quiet and serene. That was Thursday afternoon. It seemed to lack that usual air of excitement. I wonder if there was any one missing from the scene. I can't give you the low down, but ask Hank.

Rumour has it that our indispensable Cpl. Art Johnston, of Toronto, is seen wandering around in search of the third.

Not to be outdone by any of his nut-twisters and supposedly gen men of the outfit, F/S Crompton will unfold his tale of woe, and the story behind the route march that ended at three in the morning one moonlit night. Ah, the things people do for love, and shoe leather the price it is too!

Tall, good looking, fair, lets call him the Lady Killer, F/O H. C. Lyle, Winnipeg, Squadron Spy and Gen Man presents exhibit "A," "Squadron Scrap Book" for perusal from S/L down to draps. Don't rush boys.

To drift in the other day and meekly squat in the pilot's room, and appear interested in the Order Book, I found the total of one new-comer, F/O D. F. Prentice, Saskatoon. Welcome to our family of air crew; grab anything that's going and make yourself at home.

We find wandering off on leave:—LAC J. E. Donavan, Fernie, B.C.; AC V. Volchuk, Timmins, Ont. (he's a victory sign when he signs his name); AC E. R. Dealy, Logriville, N.B.; LAC W. H. Gilbert, Saskatoon; LAC W. H. Ferris, Bluffton, Alta.; Cpl. R. E. Jago, Darwell, Alta.; LAC F. G. E. Pearce, Toronto; LAC W. Skretkowitz, Hamilton; LAC K. G. Wares, Winnipeg.

Toddlng back at the moment, and can be viewed any time during the day, real specimens of mutilated manhood, we see Sgt. Bob Chamberlain, Winnipeg; LAC W. H. Fogan (can't forget him, can I); LAC Farrell, Ottawa; LAC P. E. McGuigan, P.E.I., who was back a little early; LAC K. C. Jenks, B.C.; and last, but not least, our friend Cpl. "Corny" Cornish, Mimico, Ont.

## WE FIND SUB-WAY IS THE BEST WAY

"Wings Abroad" can obtain only a limited supply of newspaper. Accordingly, its circulation must remain at a very modest figure.

The best way to make this supply go a long way is to have the officers' mess, the sergeants' mess and the P.S.I. on each station take out individual subscriptions. The copies can then be placed where Canadian personnel can obtain them in their messes or recreation rooms. This applies particularly to RAF stations where there are concentrations of Canadians and to training stations where there is a constant flow of transient personnel.

Subscription rates are: three shillings for three months, five shillings for six months, and ten shillings for a year. Forward your postal orders to "Wings Abroad," RCAF Overseas Headquarters, London, W.C.1, and your subscription orders will be given immediate attention.

## "SOLD OUT" SIGNS

By F/O L. McMONAGLE

**T**HE "Promenade Café" was the target for the members of this squadron on Tuesday night, the squadron dance being the occasion. Disappointment reigned high when the boys saw the "sold out" signs in the windows of the two locals, but after things got under way it was all forgotten as they witnessed the set up that had been arranged under the capable hands of F/L "Moby" Dick, F/O L. McMonagle and Cpls. Noonan, Dashper, Pratt and Hunter. LAC "Gordie" Powley assumed duties as M.C.

It seems that a certain saxophone player stole the whole show and to earn the applause he was awarded played his saxophone all the way home for the benefit (?) of the boys. How about it, LAC Young?

A very welcome guest at the dance was Miss Marion Slater, a Canadian girl from Galt, Ont., who is a children's evacuee nurse over here.

Recent returns from leave include LAC "Jock" Fraser, who visited his parents in Scotland. We missed Jock's usual, "Well, the first thing I did was take a piping hot bath." Could be the plumbing system is on the blink?

Wonder why Cpl. Martin spends a lot of his spare time standing on the cliffs and gazing in a westerly direction. Can you see Canada on a clear day, "Aub," or is that where you get the inspiration for those "Moron" jokes?

Congratulations to our veteran sergeant pilot, "Bill" Aldcorn, who recently returned from London wearing a brand-new uniform with one ring adorning his sleeve.

## WINGS ARE CLIPPED

By CPL M. J. SEELEY

**T**HE young ladies who used to trot off to India in search of eligible husbands among the commissioned ranks of the Army were always referred to as members of the "Fishing Fleet." Perhaps Canadians may earn that reputation, too, before long if the "casualty" rate continues to climb. Latest Goose Squadron bird to announce that his girls are about to be clipped is LAC J. H. "Red" Chalmers, who hails from Edmonton. He's become engaged to Miss Meriam Glover, of North "A." Congrats, "Red"! By the way, is it to be a June event?

John Bancroft has really got a set up now, and has managed to secure a secretary, Miss Marjorie Rooft, to help brighten up the office. Miss Rooft has been with the Canadian "Y" since January at their Midland District Headquarters.

F/L R. D. Binning, of Wetaskiwan, Alta., the new station padre, comes to us from 3 D.H.Q., where he made many friends among isolated wireless men in his travels. A United Churchman, "Padre" Binning was brought up in Moose Jaw, Sask., and prior to coming overseas last July was the W.D.'s first padre at No. 7 M.D. in Rockcliffe, Ont., Mountain View and Dafeo were his other stations.

If Hedy Lamarr shows up with W/C Carscallen's typewriter boys we'll be only too glad to offer our services in any capacity Hedy might prefer. Some of our lads are rather clever and adept at D.I.s!

Favourite pastime of many of the squadron boys, in "off-duty" hours, is scrounging for eggs. F/L George C. Brown, our new engineering officer, who hails from Ottawa, nearly had himself a time in a café recently. "I'd like a couple of hard-boiled eggs to take out," said Mr. Brown to the girl at the counter.

"All right," replied the waitress with a smile, "but you'll have to wait. Me and Mildred don't get off till ten."

It was with a great deal of regret that the boys said farewell to a lot of their old Canuck chums recently. Most of these boys, who had been with the squadron for over a year, were more than reluctant to leave. They include Sgt. A. Kerr, Cpls. Kendall, Kisbey, Janssen and Reynolds and LACs H. Isebnau, S. R. Jarvis, J. W. Jerrard, H. G. King, G. Lowrie, J. A. Jamieson, F. G. Gunthorpe and T. Varon.

Farewells, during the same period, were said to many friends and co-workers in the RAF who had been with the squadron since its inception. We wish them luck in their new posts and assure them of our best wishes.

## WIMPY GEN MEN

Among Canucks who have just graduated from Wellington O.T.U.s are the following:—

Pilots.—F/L Dave French, an Ontario man; P/O Ralph Davies, Edmonton; W/O Norm Hayes, a British Columbian; Sgt. Bill Trofaneenko, Turin, Alta.; Lou Archibald, Moose Jaw, and Walter Lachman, Edmonton.

Bomb Aimers.—Sgts. Jim O'Reilly, Montreal, and Jack Wilson, Moose Jaw. WAGs.—P/O Al Miles, North Sydney, N.S., and "Baldy" Morrison, a Manitoba man. AGs.—Sgts. Jake Newcombe, Winnipeg, and Dennis Simon, Long Island, N.Y.

## ON LEAVE

"**Y**OU can call me a WOP so long as you spell it in capital letters," said LAC Harold Pollard, of Edmonton. This seems a rather fine distinction between a trade of repute and a nationality in disrepute, but so long as it satisfies you, Harry...

After easing his yen for gen with a special course Harry visited Glasgow, Loch Lomond and London, and has now returned to his old station.

"Dusy" around town doing nothing," was how LAC Morris Gordon, of Toronto, summed up his visit with LAC Frank Stoppler, a Saskatchewan man, last week. Just the same, any-one who wants to know where to eat in this Woolton paradise let's ask Morris. He attributes the seven pounds he's gained since coming to Britain to "plenty of liver pills and mineral waters," but his success is actually due to his being an earnest and relentless trencherman.

A one-time employee of the Coca-Cola Company, Cpl. Dave Duff, of Toronto, was spotted in the Beaver Club snack bar the other day downing a Pepsi. Between reckless gulps he grinned sheepishly and explained: "Just can't get cokes, you know."

Dave spent most of his holiday in Scotland looking up relatives in Edinburgh, Cupar and Dunfermline.

Cpl. "McNerves" McMeninon, of Windsor, Ont., and LAC "Newt" Newton, of Hamilton, spent leave together last week. Armoured both, they used to be automobile worker and wood-worker respectively.

One all-Canadian, all-sergeant crew on leave last week included Sgt. Pilot Ernie Star, Picture Butte, Alta., and Sgt. AG William Parkinson, Lansing, Ont. They have just graduated from a Wimpy O.T.U.

Ernie had a real reunion with another Picture Beauty, one Pte. Edwin Wilson of the RCA.

Another Albertan, LAC Ernie Fuller, of Daysland, would like to hear from an old friend, LAC Carl Paul, of Vancouver. Try the Canadian Base P.O., Carl.

Daysland folks will remember Ernie as one of the stalwarts of their senior amateur hockey team.

Three members of an all-Canuck Wimpy crew who looked London over last week were P/O T. M. Kneale, Woodstock, Ont., and Sgts. M. M. Prill, Minburn, Alta., a WAG, and A. A. Johnston, Souris East, P.E.I., an AG.

Kneale peeled off first to Edinburgh, and after another day or so stooging around Johnston followed him.

Prill met his older brother, Garner, in London. He is a LAC radio mech.

## THE INTELLECTUALS

By LAC JACK COTTINGHAM

**T**HE squadron seems to be going intellectual these days. Sgt. N. L. Huggard, newly arrived educational sergeant from Norton, N.B., reports that his missionary work among us is reaping a good harvest. Seekers of higher knowledge have recently been "genning" up on such diverse subjects as social studies and mathematics. Most of the boys taking the mathematics classes hope to re-muster to air crew, but some of them figure that, all else failing, algebra may provide the solution as to what happens to pay credits at the end of the quarter.

Among our more recent casualties due to action on the part of others than the enemy we must record the extensive cuts and bruises suffered by LAC G. M. "Lofty" Berrard, pride of Kelowna, B.C. According to well authenticated reports "Lofty" was wending his way back to camp on his bicycle after an evening out with the boys when, for some unexplained reason, the road jumped up and hit him in the face, with the above noted results. Detailed information is lacking as to how F/S Ole Bakkelund, popular Squadron Disciplinarian from Temiskaming, Que., came by a bandaged hand, but we understand a bicycle was also the reason for his downfall.



MEET MR. AND MRS.

By ART SAGER

WELL, son of a gun, F/L Robertson up and got married. Who'd a-think it? He who loved the story about the cow. From out of the blue, too, all of a sudden. We were over at Johnny's the other night. Minton played the wedding march on his mouth organ, hill-billy fashion, and said: "Meet Mr. and Mrs.," and there they were. Biggest surprise since the "Doc" became a pappy.

A popular decision, nay, unanimous. We are proud of you, my boy. And to you, Jean, welcome to the gang! He's in your charge now, and we trust that "two" was the wrong answer. Anyway, you're in the race now, and our money's on you. When asked for a statement, the proud spouse said, quote: "Could be, could be."

We heard about what the surprise wedding did to P/O—beg pardon, F/O—"Toddle" Todd. We quote verbatim: "Surprised? You could have knocked me over with a feather!"

"You see, me and Al Fleming were having a mug or six at a place in Piccadilly, and who should walk in but 'Doc' Cadham and Johnny Hicks. 'Hi,' we says, and they comes back likewise, not letting on that they were plotting anything."

"What will you have?" I says. "Oh, a double," says the quack.

"Ditto," says Hickay. "How would you guys like to go to a real joint?" says the quack, casual-like.

"What kind of a joint?" Al comes back, quick like a flash. You see, we are in little old London for no great purpose. We are not going to any Madame Tussaud's or the Zoo, if you get what I mean—not to-day, we ain't.

Sort of a Club. Just a joint. Sort of club that specialises in liquid refreshment. All kinds—and lotsa cluck-cluck."

"Quit twisting my arm," I said. "I'll go. When do we start?"

"Well, this ain't no ordinary place," says Hickay. I can see he's hiding something, but I don't think much about it at the time.

"You've gotta be a member," says the doc. "But I can work that okay."

Well, the upshot of all this is that we grab a taxi and makes for this place. Up to then we hadn't been wasting any time, so you see we were pretty much in the mood.

"Looks like a church," Al remarked when we piled out of the taxi. Very observant is Al. "Don't say anything, just follow me," says the doc, mysterious-like.

We are inside and what do you know? It is a church! The quack says: "You wait here and I will go see if it is okay."

We takes a pew, when who comes in but Robbie and Jean. Plenty zooty. Jean's got on her blue thing that looks pretty yum-yum to me, and Robbie he's got a crease in his pants.

Robbie's leering like a Cheshire cat, and I starts to smell a rat. "Wotchercock," he says. "You a member here?" says Al. "I'm not yet but I'm going to be," says Robbie.

ORCHIDS TO POSTIES

Orchids to Base Post Office and to the postal clerks on S/L Kelly's RCAF squadron! Their eyes were recently opened in the wildest astonishment on receipt of a letter addressed as follows:

"To the blond wireless mechanic from near Niagara Falls, Ont., who was riding on the train to Aberdeen last Wednesday."

That and the station postal address was all. But within a few hours LAC Herb Pakrul, of Dain City, Ont., had the letter.

Information from unconfirmed but reliable sources indicates that LAC Vic Heath, of Toronto, plans to spend his next leave riding up and down the trains to Aberdeen.

Then they start to go up front, slow-like.

"Me, too," I says, and makes as if to follow. But I am no further than the aisle when Al grabs me.

"Look!" he whispers. It's more like a croak than a whisper.

I looked, and there's a guy all got up like a preacher, all black and white and smiling. I am thinking pretty hard, and all at once I say: "The indicator!" I says to myself.

"Somebody's getting hitched," I says.

Well, you could have knocked me over with a hymn-book. There they were sure enough, putting on the old chain, tying up the old knot. And it ain't no game, it's real.

By the time I am back to normal it's about over, and I am highly pleased at what had just happened.

Well, if you will excuse our reminiscing, it was just a little over a year ago that S/L Fred Kelly brought together our gang of rookies and formed the squadron. Since then a lot of water has passed under the bridge. We have graduated from "squad" formation, through convoy patrols to the real thing. A lot of old timers have gone, many came, stayed a while and left. Somehow, the spirit of the squadron is still there. It hasn't been lost.

We are always saying so long to fellows we know and like. That's the hell of this racket, and you always think that the new can never replace the old. But it can.

We are saying good-bye this time to S/L Freddy Green and to F/L Robbie Robertson and welcome to S/L Jimmy "Pool" Hall. Jimmy we know of old and we are glad to have him back with us. Klanowya!

S/L Freddy "We'll-go-tha-way" Green will always have a special place in our annals, and Robbie—who can replace him in the affection of the boys?

And, say, all you of the alumni, Chasanoff, Teddy Martin, Freddy and the rest. We are having a grand pow-wow on the 21st. Get a vector and come along.



The sketch of S/L W. C. Klassen, D.F.C., was done by F/L P. D. Cameron, RCAF padre. F/L Cameron has made a number of these excellent sketches of notable RCAF personnel and "Wings Abroad" hopes to reproduce some of them.

A LITTLE MUSIC

By LAC D. H. SCOTT

OLD-TIMERS on this Squadron are becoming as scarce as pickpockets at a policeman's convention, for between postings and the continuous arrival of newcomers, no one seems to know just "who's who." Recent officer arrivals include F/L Peter Heybrook, Victoria, B.C.; F/L Ian March, St. John's, Newfoundland; F/O Harry Bouchard, Toronto; F/O Bruce Harris, Rosetown, Sask.; F/O Charlie Mediurst, Foremost, Alberta; F/O E. A. Murray, St. Lawrence, N.B.; and P/O Keith McCormick, Ripley, Ont.

"Erk arrivals during the past month were made up of eight worthy 'sprog' just off from Ontario, LAC Jim Sigouin, Embury; LAC R. O. Stewart, Belleville; and ACI E. J. P. Williams, Toronto. From Montreal LAC Bill Stahlbrand and LAC I. R. Stevens. From the wide open spaces ACI J. S. Shaw, Glenboro, Man., and from British Columbia LAC C. J. Wilson, Vancouver.

Something definitely new in the realms of the musical world was introduced one recent Saturday eve during a "pub-crawling" session. Feeling that something was lacking in the night's proceedings, several of the "boys" devised the ingenious idea of supplying the little music. As if by magic two trums appeared on the scene, and our genial Scot, LAC "Jock" Wilson was prevailed upon to "tinkle the ivories," and for about an hour the walls and rafters of the "King's Head" resounded to many the merry tune. However, at this stage of the game reliable reports have it that the Salvation Army choristers, holding session near the pub, missed part of their equipment in the shape of two drums, and disbanded as it was organised. Among those who sounded out the "jive" were Cpl. Incubator Phillips, and LAC "Krupa" Trotman, Winnipeg, Man.; LAC "Pop" Hill, Barrie, Ont.; LAC "Der Fuehrer" Scott, Seaford, Ont.; and Sgt. "Tiny" Hughes, Diamond City, Alta.

Despite all clothing restrictions, the Loughheed Kid, LAC "Shrink" Wright, arrived at work one morning wearing the newest thing in service neckties. This latest fashion of the haberdashery world is accomplished by cutting your necktie in half, leaving a fine row of rough strands. The credit for this, according to all rumours, actually belongs to Cpl. "Mac" McFarlane, of the hospital staff, who during an evening's "outing" came to the conclusion that one of the Medical branch should be quite adept at the art of surgery and with a flourish and efficiency that would have made the M.O. turn a greenish tint, he quietly opened a huge "load-stabber," and neatly severed Wright's neck-tie. LAC "Benny" Lalond, Montreal, also was prevailed upon to give his tie for the interests of the scientific world. Reports also add that both victims in order to lessen the pain were given some considerable quantities of an "anesthetic" of some description.

"Scrappings"—The Sergeants' Mess Dance was to say the least an unqualified success, and quite a "do." Reports of any coherent nature were rather hard to obtain the next day. Small wonder. Sgt. "Tiny" Hughes, F/S

PAY TABLE CRUMBS

THE first league ball-game was a huge success. The score was 16-18 for the home forces. F/S Ran Morphy started on the mound for the Prides of Knightsbridge and pitched good ball until relieved by LAC Ralph De Grasse, the St. John, N.B., product. With two squirrels in a nearby oak to make up the cheering section, the game proceeded as per schedule until F/O Walt Battersby tried an Irish Whip on the umpire, Cpl. "Mack" Mackie brought his inspiration to the game, but methinks that if he had kept his eye on the ball his batting average would be higher.

Postings during the past week forced us to shake hands with W/O Ken Moore and F/S Mike Haffey. Mike hails from Trenton, Ont., while Ken is an Ottawa boy. At the time of writing it is hard to say what reservation these two Hurons will inhabit. Montrealers will be glad to know that F/L Wynn is the proud possessor of third ring. Congratulations, squadron leader!

The best way to decide which church you will attend on Sunday is by tossing a coin. AW "Andy" Anderson (Perdue, Sask.) and Cpl. George Townsend (Winnipeg) tried this recipe the other day while eating lunch at a table far removed from the crowd.

Promotions were the order of the day on May 1, with LAC Jack Striha receiving his corporal's hooks and Cpl. "Art" Holston getting his third.

The best of good wishes from the W.D.s at U.K.B.A.U. to Mrs. Bill Anderson (formerly Marian Milks), of H.Q. staff, on the occasion of her recent marriage.

Joyspots—the beam on AW Dot Sim's face when she received three parcels in one day. It would appear the folks in Toronto have not forgotten Dot.

Ditto on pay parade, which meant a neat bonus for AWO'Brien, of Fort Francis, Ont., and Rosemarie Brant, of Moosomin, Sask., recently reclassified.

Things we'd like to know.—What interpretation we should take from AW Vannier's statement, "I love him like a brother." Never mind, Terry, we understand it's just a case of real old Vancouver friendship.

What we'd do minus the witty remarks of our Dundas, Ontario humourist, AW Flo Warren. Congratulations are in order for our new corporal, Myrna Smith, of Seaford, Ont.

Glen Campbell, Sgt. Jack Morford, Sgt. "Spen" Goddard, Cpl. Bob Nash, Cpl. Jack Francis, all sporting shiny new hooks. Cpl. Reg Neziol, fresh from a Commando course, "King Kong" haircut and all. All ranks enjoying the beauties of nature (or something) by doing a spot of gardening around the flights at night. Advance "gen" makes it appear as if the softball and baseball set-ups for the summer will soon be under way, that is if "B" Flight can manage to scrape up a team. Sgt. Dick Lobb, frightening all the little kiddies of the neighbourhood with a Frankenstein visage these days. The Dental Corps N.C.O. met with an unfortunate accident as the result of falling (?) off the back of the WAAF's transport.



VISITING FIREMEN

CPL. BOB THOMSON, who is just as accurately known as "The Hammersmith Kid," was in town last week, and went through his paces at the indicated population centre for cafe society.

Bob used to work in the technical end of Station CJCJ back in Civvy Street, Calgary.

If newly commissioned P/O Orville Huck's eyes trip over this trash, he is invited to write Bob, in care of Canadian Base P.O.

"Hubert and Claud," a Corn Belt comic team, are at present playing the RCAF circuit under the names of LAC Jim Peever, Eganville, Ont., and LAC "Tad" Haddow, Edmonton, respectively.

"Fresh vegetables and fruit are the most acceptable form of drama criticism," they say.

In town last week "Hubert and Claud" planned to continue to Glasgow if finances permitted. "Tad" would like to hear from his cousin, Don MacLean, a flight sergeant observer.

A couple of civil life friends and a third friend who met them when they were all "McGill Originals," came together in Chez Beaver last week in the persons of LACs Charlie Mott and Tom Matier, and Cpl. Ralph Milton.

Montrealers all. Tom was prominent in the Monkland and Mt. Royal Tennis Club courts while Charlie used to play a lot before Manufacturer's Hockey League fans. Tom chased plenty of puck himself in junior and senior teams in the Ontario Hockey Association, notably as goalie for Ottawa Rideaus.

Tom visited London in the company of an Ottawa friend, LAC Ted Rivington, a fellow-R.M.

Milton, Charlie and Tom began their London stay last Wednesday, "gittin' primed" for the wedding of a WAAF pal Saturday.

A University of Toronto soph before enlisting, Cpl. Raymond Graham, of Peterboro', Ont., visited various temples of "talkie" culture in London last week. He plumped for "The Amazing Mrs. Holliday" and "Strike a New Note," after his Mayfair pilgrimage was over.

On a special course at present, LAC Robert Bell, of Fredericton, N.B., expects to return to his old station upon completion.

Radio repairmen in Civvy Street, radio mechs. in war, Cpl. Brian Redfern, Qu'Appelle, Sask., and LAC Austin Bears, Summerside, P.E.I., allow they will likely spend the rest of their lives in the game, too.

The boys first met in Toronto Manning pool two years ago, met again prior to embarkation from an Eastern Canadian port, and reunited again last week in that focal point for the Canuck abroad, the Beaver Club Snack Bar.

Friends from the same station, LACs Glen Bridge, Sault Ste. Marie, Ont., and "Mac" Mackenzie, Montreal, went a-tramping around the country-and-city-sides of Britain last week.

Glen would like to hear from B-112342 Pte. J. H. Draper, of the Canadian Signals Corps.

SOUTH WALES M.U.

By "Lovey"

COMES Friday and another nine days of hunting begins. The nimrods, Cpls. "Light" Jobson, Goffin and McInnis, will do their stalking in such cities as Birmingham, London, etc. I might also mention a happy week-end reunion for Cpls. Clearhill, Fry, Gillespie, etc., at Weston. Sleep well, "Caa." I'll take good care of her. I mean the bike.

Sorry about the air crew, "Goldie." "You'd better come back a-runnin'." "Lovey" has gone up in this radio racket and has a pair of running shoes coming from home.

WILTSHIRE M.U.

By LAC Louis Ziff

JUD WALKER, tall, quiet-spoken R.M. from Agincourt, Ont., is one of the new draft of mechs. from good old Canada. Jud is now our neighbour on a nearby squadron. A number of fellow radio men who came over in the same ship have been posted with him. They include LAC Bunnie Wylie, of Vanleek Hill, Ont., a former clerk in Canada Car and Foundry, and LACs Alec White, George Rice, Johnny Thomson and Al White, all from Ontario. The West is represented by LACs Jack Sidde and Mitchell Wagner from Winnipeg, the latter a shipper in "civvy street," and lastly Nick Robertson, from Roblin, Man.

Recently the "old boys" of Wiltshire M.U. were discussing what they would do on their next leave. The most original contribution came from "Sammy" Samson. He said he intended to go to Land's End, jump in, and start swimming.

LAC Frank Ouellette has just left for a seven-day sweep of London and Manchester.

LAC Moe Aspher came across two old McGill men, LACs Harvey Edie and Byron Logie. Byron has settled in Yorkshire. We wonder if he remembers the grand times he used to have when Bob Monk was his roommate.

A keen rivalry has flared up between LAC Stan Sivak and Cpl. Jake Gillespie for the favour of a vivacious blonde WAAF from S.H.Q. So far Stan's winning smile and nimble dancing feet have given him a slight edge over the more worldly corporal.

A constant visitor to Canada House is one of nature's noblemen, Oscar, the field mouse. Oscar has become so tame that the other day he offered to shake hands with LAC Don Wilson, and he lets out angry squeals when Stan Sivak forgets to leave one of Dan's biscuits on the floor for him. Ken Spread, the big Westerner from Alberta, now detached to South Wales M.U., will be interested to know that Oscar has taken over his empty bed and the contents underneath.

The many friends of LACs Ernie Taylor and Alec Wilcox will be pleased to hear that they have landed safely somewhere overseas. LAC Bill Odell received an algraph from them saying they are now in a land of sunshine and fresh fruit. With them is LAC Jack Norris.

NORTH WALES M.U.

By Bill Sellers

THE big party of the week was for Harry Sayers. Hank was called back from leave, but he didn't mind at all, for he's away now on a Canadian posting. The music at the party was better than usual. Jacks Allen and Wellsman both gave some tricky solos and new choruses. Harry's leaving us has made a couple of vacancies, but Jim Bond is filling the job of Sports Corporal and I'll keep the news up to date for awhile.

What happened to the parrot in our shop? It "pranged" on the take-off from its cage one morning and was rushed to hospital for the best of medical attention. No more two-tone squawks from morn till night, no more low-level bombing attacks can it deliver on our unsuspecting heads. Yes, the African pigeon is dead.

Arnold Selwood returned from 14 days' sick leave, but he is away again with Vic Servanti for nine glorious days in London. Hec. Otto is spending his leave in Essex. Edinburgh is in for it this week. Bert Lawrence, Ernie Henwood, Roy Adams, Keith Knox, Al Loggie and Ed. Foxton are all up there. Lucky fellow!

The softball team doesn't look too bad at the practices. I'll be able to tell you more after the first game. Golf and tennis are also in full swing, but I'd better give the boys a little time before I report what they look like in action.

Our new corporal, Alan Shaw, "welled" the gleaming tapes at a little party held by the ex-squadron's boys to bid Jack Bailey "Happy posting." I hear a new "gargle" was added to the knock-out list. From later appearances that night, it must have been High Frequency stuff.

The much travelled De Vito and Irvine combination are back from detachment, along with Earl Grey, Cpls. Bill Gallagher and George Wilson.

We had a visit from our district liaison officer, purely 'a social call.

RADIO MECH COURSE

Among Canadians taking a special radio mech course at present are Sgt. Herb Mitchell, Ottawa; Cpl. Ross, Clouston, Montreal; and LACs P. T. Harrison, Vancouver; Johnston and Robert Woods, Montreal.

Advertisement for Gieves Limited, outfitters to the Royal Navy and Royal Air Force. The ad features the Gieves logo, the text 'By Appointment to H.M. King George VI. Established 1785.', and the address '80, PICCADILLY, LONDON, W.1'. It lists various branches across the UK and other locations like Alexandria.



# CANUCKS SPECIALISE IN ANIMAL RECCO COURSE

### More Strange Creatures Than in a Circus In Far East

Canadian crews serving on the Durma front have given up trying to identify all the strange creatures they have seen in their area. They work, sleep and eat in straw-bamboo huts which serve to keep out some, but not all of the animal life with which India abounds.

The wooden-frame rope mattresses almost always harbour "charpy bugs." When you break out in a rash of about ten bites the size of bee stings, on a couple inches of skin, you know it is "charpy bugs." They are not only found in the charpays, or beds, however, but in any furniture.

Snakes are common in certain

areas, especially in wet weather when they come into the "sleeping huts. It's a good idea to examine your bed with a flashlight at night before getting into it. You may find a snake has curled up by your pillow. There are some 300 varieties of land snakes in India, though comparatively few are poisonous.

Scorpions, which you may find in the toes of your shoes in the morning, or sting rays, which lash at you as you bathe in the Bay of Bengal, can give you a painful bite for a few days, but nothing worse.

The prairie boys are made to feel somewhat at home by the nightly screeching of the jackals, which have a call somewhere between that of a coyote with laryngitis and a love-sick banshee. The jackals, chief scavengers, run from man, as do the wild dogs which descend from the thousands found in Indian villages.

India's best-known scavengers are the kite hawks, birds somewhat bigger than a crow, which are found all over India. In some places they will swoop down to snatch food from a plate.

At one station it is considered a good joke to get a newly-arrived airman to walk the 20 yards from the cookhouse to the mess with a plate of food in his hand, to have a chunk of meat in it snatched before he is halfway there by a rocketing kite-hawk.

In some stations the monkeys are so thick that they swarm about the rafters of the mess huts, and will come down to beg for tit-bits. Occasionally they have been made pets of by air-men.

The cow is a sacred animal in India, and Canadian airmen are quite used to walking around a cow asleep on the sidewalk of any of India's large cities, especially Calcutta.

India too has millions of goats, and more than one mess has a baby one as a pet.

# WIRELESS OP GETS AROUND

### F/S N. K. Sunderland Has Had Varied Career Overseas

In the two years he has been overseas, F/S Nanton Keith Sunderland, of Tynan, Sask., has got around. For six months last year he did duty as a wireless operator with Ferry Command, flying Wimples to Egypt. On Hitler's birthday last year he sat down to steak and eggs for breakfast in Malta. A few months later he was in Nigeria, where he saw the natives celebrate the 1,000-bomber raid on Cologne. On March 1 of this year he was high over Berlin in a Stirling.

There were no Spitfires in Malta when a bombing force came over from Sicily and gave the island a pasting in honour of Hitler's birthday. They tried it again in the afternoon, but 15 Spits had flown in from a carrier and shot seven of the raiders down. "The steak and eggs for breakfast were hard to believe, after the island had been under siege so long," Sunderland said.

Since joining his present RAF squadron last December he has got in a good many ops, including the big March 1 raid on Berlin. That was the first, and so far, the only trip during which he has had to use his set to send an S.O.S.

After bombing the target, the Stirling passed over an enemy convoy near the Danish coast. Flak hit the oil systems of two engines, and both cut dead. Soon afterwards the starboard inner started to flutter.

The pilot, P/O Dave Clayton, of St. Vital, Man., brought the big bomber back safely to England, though he had a hard struggle to maintain safe altitude. F/S Jim Martin, of London, Ont., the navigator, and Sunderland both had to put in faster work than ever before to keep the rapidly falling aircraft on the shortest track for home. Sunderland kept punching at the key of his wireless set for almost a steady three hours, getting fixes for the navigator.



## INDIGESTION? -no thank you!

Two Moorland Tablets are all you need in order to enjoy your meals without fear of gastric trouble.

Read what this soldier writes to us:-

"I have suffered from Gastritis for years and on joining the Forces I had to enter hospital for treatment and diet. On discharge the trouble recurred, but I was recommended to try 'Moorland' Tablets. I can safely say I am now much better than I have been for ages, thanks to 'Moorland'."

(Signed) Cpl. H.E., R.A.O.C.

Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorland Tablets - that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc. Sold at all Chemists, 1/5d., also in 8jd. packets (incl. tax).



G/O O'Brian, A.F.C., welcomes his successor, G/C Hutchison, O.B.E., as C.O. of Personnel Reception Centre. Left to right: W/C J. C. Coffey, S.A.O.; G/O G. S. O'Brian; G/C J. A. Hutchison, O.B.E.; and S/L F. W. Young, adjutant. (Official RCAF Photograph.)

# MEDAL SOLVES A TWIN PROBLEM IN RAF UNIT

### Ernie Tod Worked at Set Until Last Minute Before Ditching

Up until Sgt. Ernie Tod, of Winnipeg, was awarded the D.F.M., his squadron mates had no way of telling him and his twin brother, Doug, apart. The award represented one of the smartest examples of wireless operator's procedure in the annals of Bomber Command.

His action resulted in the seven-man crew of a Stirling spending only 15 minutes in their dinghy after they had been forced to "ditch" in the Channel after returning from a bombing operation.

Ernie was working at his set until the last minute before F/S Arnold Rothschild, of Toronto, set the bomber neatly down on the water, five miles from the English coast. Before the crew were in their dinghy Spitfires were already circling overhead, giving them protective cover, and fifteen minutes later an Air-Sea Rescue Walrus appeared and carried them to safety.

Attacked by Fighters

Evasive action when they were attacked by fighters twenty minutes after bombing Frankfurt, and again when a barrage of flak delayed them as they were crossing the coast of France, left them with 70 gallons of gas when they needed 250 gallons to bring them to an English airdrome.

As the crew carried out their dinghy drill, and preparing the bomber for ditching, the wireless operator began sending. During twenty minutes, working coolly but faster than he had ever had to work a set before, he got "fix" after "fix." Three or four minutes are usually required to obtain a fix, but Ernie Tod got eight in 20 minutes. At the airdrome and Air-Sea Rescue Station in the south of England, the exact position of the Stirling was known as the minutes passed.

The air cover was already on its way when the message was picked up. "We are ditching." When the Walrus set out to pick up the crew the exact position at which Rothschild had set the Stirling down was known to the rescue crew.

When they arrived, the Canadians, New Zealanders and Englishmen who made up the crew of the Stirling were sitting in their dinghy and smoking. The bomber, set down in perfect ditching technique, was still afloat and stayed afloat for nearly half an hour after landing on the water.

Anyone who thinks of North Africa as a sunbaked waste would be surprised if he visited the camp of a RAF squadron which includes many Canadians. The tents are scattered through a field carpeted with yellow daisies. (Maybe they're not daisies, but they're as yellow as a guy with jaundice and a lot prettier.) There are scarlet poppies, bluebells and little white flowers.

Beside Canadians attached to the RAF in North Africa, there are a number of WOP/AGs in USAAF aircrews who sport the Canada badge. They are on loan to Mitchell bomber squadrons.

"I don't know what we would have done without them," admitted Major G. E. Hall, squadron commander of the Canadians. "We were short of wireless operators, and our own boys weren't quite operational. These Canadians not only went on missions with the squadron, but they took over the job of instructing our boys."

The Canucks went to the U.S. outfit last August on their first operational posting. They have been with the U.S. squadrons ever since, and most of them have done more than 30 trips, or, as they call them, missions.

One of them, Sgt. Bill Galliver, of Edmonton, has been awarded the Airman Medal by the U.S. Army, an award comparable to the D.F.M. He got it for bravery in action, despite wounds. This 22-year-old would rather be with his present squadron than any other. Another, Sgt. Trevor Anderson, of Esquimault, B.C., wears winged boot insignia, having qualified for the Late Arrivals Club.

The boys' uniforms are a practical blend of U.S. equipment and their own.

Other Canadians with the squadron are Sgts. Harry Wood, Central Butte, Sask.; Angus Bruce, Kingston; A. W. Switzer, Revelstoke, B.C.; H. A. Opson, Ottawa; Jack Wood, Regina; Nell Bain, Toronto; F/Ss J. Borden, Stratford, Ont.; and A. Murdock, Cornwall, Ont.

The game of softball, pro-

# F/S KIELLY WANTS NEWFIES TO WRITE

From India F/S J. P. Kielly writes to say that half a dozen copies of WINGS ABROAD have been passed on to him. Kielly, whose home is in Bay Roberts, Newfoundland, is a wireless operator air-gunner in the Royal Air Force with a Blenheim squadron. He has been East for three years and says, "I'm just getting used to the climate."

F/O Sayers, of Toronto, is on the same squadron and for some time they flew in the same crew. Kielly met Sgt. Pilot Ward, of Winnipeg, who flies Blenheims of another unit. Ward has been out there for 18 months.

If P/O D. R. Parsons, D. V. Hambling, both of Bay Roberts, Newfoundland, and D. O'Driscoll of St. John's, Newfoundland, should see this, Kielly would like them to write him. His address is:

637709 F/S Kielly, J.P., Royal Air Force, India.

moted by the Canadians, has become an institution with the squadron, which has Aussies, Newbies and boys from the United Kingdom playing a fair brand of sandlot ball.

# ONLY 85% NOW

F/O Bud Macdonald, the daring young man who challenged any team in England on behalf of his basketball outfit recently, as reported in "Wings Abroad" at the time, seems to be getting away with it.

He writes... "here are the results that have been forthcoming from our rash challenge... We played... 'an RCAF station in the Midlands'... the week following and won 65-10. Casualties zero... Then the RCAF Disposal Centre team travelled 120 miles at S/L Dunne's suggestion to make us eat our words. We won 18-8. Still no casualties... Unfortunately one of our better players has been posted so we now reduce our challenge to read "any 85 per cent. of the teams in England."

Sitting with other crew-mates far out on the wing of a Sunderland in order to keep the forlorned flying boat from rolling over in the sea 200 miles off the West Coast of Africa, was one of the experiences of P/O James Wilson, of Orillia and Ottawa, during his ops in that area.

Now in England for operational rest and a captain's course, Wilson was flying as second pilot of a Sunderland on convoy duty when it was forced to alight on the sea due to engine trouble.

"One wing struck a cross swell and ripped off a float. Under the circumstances it was a very good bit of handling, though," Wilson explained.

"Our rigger had been doing a fast job in jettisoning our depth charges, which went off as we were skimming the waves. They were nice to be without."

One wing was in the water, the other one and its float well out. There was danger of the aircraft rolling over, and the boys worked at top speed getting out and inflating the dinghy on the wing. Wilson and the skipper passed out rations, oars and other emergency gear in anticipation of a dinghy trip. The rest of the crew were sitting well out on the wing to keep the boat from tipping.

As the flying boat was landing, it made for the convoy, and Wilson flashed "forced landing" with the Aldis lamp. The convoy came up quickly—and passed right by them.

"Our rigger was thumbing for a boat hitch-hike style, and one of the sailors asked as they passed 'Want tea?' We didn't," said Wilson.

Shortly afterwards a corvette took the Sunderland in tow, after giving them some weights for the port wing to balance the aircraft. A tug took over later in the trip into port.

- F/S Wilson Dufay, another member of the RCAF, from Joggins, N.S., was navigator.

# SAT ON WING TO KEEP KITE FROM TIPPING

### P/O Wilson Has Returned To England From West Africa

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# HUTCHISON IS C.O. OF P.R.C.

### He Succeeds G/C Geoffrey S. O'Brian, A.F.C., In Admin. Job

G/C J. A. Hutchison, O.B.E., of Edmonton, Alta., has taken over command of a Personnel Reception Centre in Britain hitherto commanded by G/C Geoffrey S. O'Brian, A.F.C.

A former Assistant Director of Forestry for the Alberta Government and only recently C.O. of the Edmonton I.T.S., G/C Hutchison has a long connection with the Air Force. He served for three years in the last war with the R.F.C. and later with the R.A.F., flying mostly reconnaissance bombers. After the war he returned to his civil job with a Federal and, after 1930, a provincial forestry agency. In September, 1939, he returned to the RCAF with the rank of Flight Lieutenant.

After a spell as officer in charge of training at Toronto I.T.S. under the command of G/C O'Brian, he was posted to another I.T.S. at Regina, at that time commanded by W/C H. J. Burden, D.S.O., D.F.C. He took over from W/C Burden in February '41 with the rank of Wing Commander.

Then he went back to Edmonton to be C.O. of the I.T.S. there from June '41 until his posting overseas. He became a Group Captain a little over a month ago. He has been awarded the O.B.E. for his services during the present war. G/C Hutchison is 49.

# DEMONS SHOW THEIR SKILL IN NEW ROLE

### F/L Pickard's Crew Dropped Their Depth Charges On Submarine

The Demons are at it again. Now commanded by W/C J. E. Archer, RAF, they are flying Wellingtons equipped with depth charges for attacking submarines. They have parted with the Hudsons in which they won fame for their mast-high attacks on enemy shipping.

Recently, while flying on his first operational trip with the squadron over the Bay of Biscay, F/L David G. Pickard, of Fredericton, N.B., former pilot with an RCAF coast patrol squadron on the Canadian east coast and in Newfoundland, sighted two enemy submarines and has good reason to believe that he gave one of them a pretty good shaking.

He sighted a submarine cruising on the surface of the Bay of Biscay in the moonlight. The Wellington was flying at about 1,000 feet and was about half a mile away when the sub. was spotted.

Deck Guns Fire

As the aircraft approached the enemy deck guns began firing. F/S Bob Larkins, of Toronto, the rear-gunner, returned a few bursts and the sub's guns stopped.

F/L Pickard flew along the enemy's track in the same direction as he was travelling to deliver the attack. The submarine crash-dived and the bomber crew let go their depth charges. The first of them hit just ahead of him as the conning tower was disappearing beneath the surface. They circled for awhile looking for wreckage, but all they could see was a big oily patch.

Just after turning for home they sighted another sub—again cruising on the surface. They felt bad about not having any more depth charges, but nevertheless went down to tinkle it with machine-gun fire. The submarine crash-dived very promptly.

P/O Bill Leaming, of Toronto, P/O Fred Rowe, Vancouver, and P/O Al Tattin, Grand Nanas, N.B., were included in Pickard's crew.

# MOSQUITO CREW DESTROY JUNKERS

Members of an RCAF squadron, an English pilot and a Canadian navigator, destroyed a Ju.88 over Northern France last week. The navigator was P/O E. F. Morton, Three Mile Plains, Hants County, N.S., and his English pilot was Harold C. Craft.

The "ating" in the Mosquito's nose made the Ju's port engine catch fire after two-second bursts. The enemy aircraft lost height, dived and exploded before finally crashing.

Two other enemy aircraft were also destroyed over Britain during the night.

# The United Nations at Simpson's SERVICES CLUB



AS SEEN BY VICKY THE NEWS CHRONICLE CARTOONIST

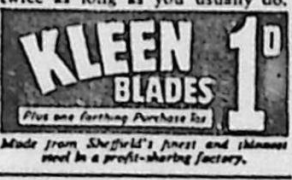
East may be East and West West, but the twain certainly meet in Simpson's Services Club. In fact, you'll find here United Nations officers—men and women—from every part of the world. Even more to the point, you'll find a good bar, comfortable atmosphere, valeting, hot baths, barber shop (men and women), theatre and hotel booking service, and—a warm invitation to make yourself at home!

**Simpson**  
PICCADILLY

202 PICCADILLY, W.1 REGENT 2001



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



**RECORDS OFFICE**

**A2 (CAN)**  
 By LAC WALLINGTON

**HELLO** again! The silence from this end was caused by "yours truly" going on a long stretch of leave. (Well deserved, I might add.) Now we are back in the groove, expect a lot of gen.

Announcement:—The long-awaited engagement of LAC Freddie Bodaly, from London, Ont., to ACW Trudy Morgan, of South Wales, has at last been announced. Congratulations, old boy. Jolly good show, what! (Gee, I'm getting climaxed.)

Between flying visits to the hospital and carrying that cast about on his leg, Cpl. Willie Myers is still having a swell time of it. "Hopalong," as he is more affectionately known, can be quoted as saying, "I'll have it cut off some day."

Could it be that Cpl. Cliff Doughty will know, now, that five minutes means a lot when it is just that much late for a parade? We all know that you will enjoy the company of the boys, though.

London sure does attract a lot of attention. F/L Russ

Davey has lots of good reasons why. The call of London also got LACs Ralph Bigger and George Charles this week. On leave in Scotland are Sgt. "Rep" Spalding, Cpl. Art Toomey, LACs George Coupar and Norm Clark. It seems that LAC Gord Smalley has a reason in the W.D.s for visiting York.

Hold your hats! Yes, it is true. The Promoters, our mighty nine, beat G1(Can)'s Drafters to the tune of 37 to 11 in the softball game last week. Oh boy, can we strut now! A big part of the credit goes to LAC McKenzie for pitching a darned good game.

**G1 (CAN)**  
 By SGT. "MEM" AITKEN

**BACK** once again, gang! Let's see what's happened? Oh ybs, our intersection softball league got off to a big start with A2/Can's "loaded" team beating our badly weakened G1/Can side 33 to 11—or thereabouts. Last week's game was postponed, but this week we are playing two games against our fellow rivals G1/Can and the same A2/Can team. Tuesday, May 11, a "picked" team from the Canadians here are playing against a Yank team from nearby in a charity game for this town's "Wings For Victory Week."

Say, what got into the boys this last week-end? Could it have been the change over to "Canuck" rates of pay? Anyway, among those seen "winding" (and I ain't kidding) their way from one pub to another were "Cowboy" Bill Calhoun, his jockey, "Basil James" Francis, and the others following in the field, Roy Roper, Len Craig and yours truly! The night before, I understand (now), that the "Power City's Terror," "Pep-the-Saltshaker" Pepperail, together with "Tomato Nose" McEvoy and "H.P." Roper, had quite a session trying to either get settled down to work about 3 a.m. or to bed! As yet no one seems to know which it was.

**WOMEN'S DIVISION**

**NEWS** from Bomber Group informs us that the gals have moved into their lovely Nissen huts and are quite thrilled with them. The M.T.s have fixed theirs up and it has been named the "Jeep." Cpl. Thomas, from New Westminster, B.C., has painted a sign which hangs out front. The girls all agree that if you've never tried living in these huts you've definitely missed something in life!

And we hear the M.T. drivers are still having a bit of difficulty in finding their way around. AWIs "Zeke" Prouse, from Little Britain, Ont., and G. N. Plaxton, of Victoria, B.C., seem to have gotten themselves all tangled up in one of the towns and looked all over for a square which they were standing in the middle of. Reminds us of the little W.D. last September who stood right beside one of the lions in Trafalgar Square and groaned, "Oh, if I could only find Trafalgar Square I'd be all right."

LAW "Mickey" Dixon spent a recent leave in Ravensdale with her grandmother. "Mickey" hails from Arcola, Sask. Cpl. Vera Lane, of Welland, Ont., also spent leave with relatives in Barrow-in-Furness. Sorry that LAW Jean Forbes, of Toronto, originally from Scotland, is in hospital. Hope she's feeling better by now.

Golf has come to the fore and the gals cycle over to a course which is only four miles away after work. Cpls. "Holly" Hall, from Ottawa, E. H. Goodeve, of London, Ont., and LAW Gladys Rennie, of Bathurst, N.B., got themselves lost one night trying to find a short cut to the course. And a sports club is in the progress of formation. Good going, girls!

And speaking of sports, the W.D. softball team at headquarters are very interested in challenging officers to a game one night. If the officers are agreeable, let's make it a date one week from Monday—May 24.



An American aviator, Sgt. L. I. Thomas, D.F.M., of Richmond, Va., has taken part in 24 operations. He has shot down one Junkers 88 for certain and caused another to break away with its engine on fire. (Official RCAF Photograph.)

**WITH RADIO MECHS**

(Continued from page 4)

**COUNTY DURHAM**

By LAC Bob Weeks

**FRED REID**, Montreal; Norm Rabkin, Cobalt; Paul Melkiejohn, Peterborough; Vic Swirzon, Hamilton; and Herb Parkes, Toronto, panted their ways to our doorstep recently. The first four lucky people had tasted Canadian beer, eaten sizzling steaks and even had a banana split but two weeks ago. The latter has "Parkes" himself around England for the last eighteen months.

Nip Iwells, Kimberley, after twelve days in a fool's paradise, was recalled from leave and informed he was off the draft. Tommy "Lucky" Lindsay and Bill Sexton, Vancouver, are just beginning their—looks like London.

Angus MacMillan, New Glasgow, and Al "Slim" McDonald, Whycoomagh, N.S., have started air crew proceedings. We understand when "Slim" was asked about sport he replied, "Down to softball."

George Marrs and Paul Malsonneuve are back from Glasgow. They sure like the Scotch—especially double ones. Wally "Panic" Soyka is still storming London while waiting for a pilot's course. Cpl. "Sandy" Sanderson, the "Little Corporal," is mapping his future campaigns while in hospital.

**HALL IN COMMAND OF SPIT. SQUADRON**

S/L J. D. Hall, of Toronto, has recently been promoted from the rank of Flight Lieutenant and given command of a Spitfire squadron in the Canadian fighter wing.

S/L Hall has been overseas since the spring of 1942, and has been with three squadrons since completing his operational training. He was a flight commander in one of the units and has now been posted back to his original squadron as commanding officer. He has done more than 30 operational sweeps.

**ENTERTAINMENT GUIDE**

**THEATRES**

**HIPPODROME.** Ger. 3273. Twice Daily at 2.40 and 8.30. GEORGE BLACK presents LET'S FACE IT with BOBBY HOWES.

**PALACE.** Ger. 824. Evrs. 8.30, Wed., Sat., 1.15. TOM ARNOLD and LEE EPHRAIM present JACK HULBERT, CICELY COURTHOUSE IN FULL SWING

**PALLADIUM.** Ger. 1272. Twice Daily at 2.30 and 8.15. Tommy Trinder in GEORGE BLACK'S BEST BIG AND TUCKER.

**PRINCE OF WALES.** Whl. 8841. Twice daily at 2.40 and 8.30. Sid Field in GEORGE BLACK'S STRIKE A NEW NOTE.

**SAVILLE.** Tem. 4011. Evrs. 8.30, Wed. and Sat. 2.30. FIFTH SHEPHERD presents JUNIOR MISS "Rid of laughter... brilliantly acted... screamingly funny..."—D. Dispatch.

**SAVOY.** Evrs. 8.30, Wed. and Sat. 2.30. FIFTH SHEPHERD presents THE MAN WHO CAME TO DINNER ROBERT MOULEY, Coral Browne, Hugh McDermott, Mary Alice Collins, Jerry Verro, Edward Cooper. SECOND YEAR.

**STRAND.** Tem. 2600. Evrs. 8.30, Thurs. and Sat. 2.30. FIFTH SHEPHERD presents ARSENIC AND OLD LACE Lilian Braithwaite, Mary Jewry, Naughton Wayne, Frank Pettigell, Edmund Willard

**VICTORIA PALACE.** Vic. 1317. Twice Daily 2.30 and 8.0. (Ex. Fri. Mat.) LUPINO LANE in a farcical musical LA-di-da-di-da "A laugh a minute."—Daily Express.

**WINDMILL.** Piccadilly Circus. 12th Year. REVUEVILLE Continuous daily 12.15 to 8.30. 123rd Edition—Fourth Week. Last performance 1.30 p.m. A VIVIAN VAN DAMM PRODUCTION.

**CINEMAS**

**DOMINION (O.B.).** Tottenham Court Rd. COMMANDOS STRIKE AT DAWN (A) Blackie Carr Hollywood (A), News, etc. Weekdays: continuous 12 to 10. Sundays: continuous 2.30 to 9.

**EMPIRE.** Leicester Sq. Fri. next. LANA TURNER, ROBERT YOUNG in SLIGHTLY DANGEROUS (U). Also "Greek Testament."

**GAUMONT.** Haymarket Whl. 6535. LORETTA YOUNG and BRIAN AHERNE A NIGHT TO REMEMBER (A) Weekdays: continuous 11.30 to 10. Sundays: continuous from 2.30.

**LEICESTER SQ. THEATRE.** ARTHUR ASKEY in "MISS LONDON, LTD. (U) with Evelyn Dall, Anne Shelton, Richard Hearne, Jack Train. Perfs. con. fr. 11.20.

**LONDON PAVILION.** 2nd week. RAY MILLAND, PAULETTE GODDARD in THE CRYSTAL BALL (U)

**MARBLE ARCH PAVILION.** May. 8112. LORETTA YOUNG and BRIAN AHERNE A NIGHT TO REMEMBER (A) Weekdays: continuous 11 to 10. Sundays: continuous 2.30 to 9.

**NEW GALLERY.** Regent St. Reg. 8009. GENE TIERNEY in THUNDER BIRDS (U). In Technicolor. Weekdays: continuous 11 to 9.50. Sundays: continuous from 2.30.

**NEW VICTORIA (O.B.).** opp. Vic. Elm. COMMANDOS STRIKE AT DAWN (A) Taxi, Mixer (A), News, etc. Weekdays: continuous 11.45 to 9.45. Sundays: continuous 2.30 to 9.

**ODEON.** Leicester Square. Whl. 6111. TYRONE POWER, GEORGE SANDERS, MAUREEN O'HARA THOMAS MITCHELL, LAIRD CREGGAL THE BLACK SWAN (A) Showing at 11.0, 1.15, 3.30, 5.50, 8.0.

**PARAMOUNT.** Tottenham Court Rd. ALAN LADD LUCKY JORDAN (A) WITH HELEN WALKER. Also THE STORY OF STALINGRAD (A)

**TATLER TH. (O.B.).** Charing Cross Rd. ANGLO-SOVIET BEARON THE LITTLE HUMP-BACKED HORSE (U) (The first Russian film in colour to be seen in this country.) 6th PARALLEL (U).

**TIVOLI.** Strand. Tem. 2625. GENE TIERNEY in THUNDER BIRDS (U). In Technicolor. Weekdays: continuous 11.30 to 9.50. Sundays: continuous from 2.30.

**WARNER.** Leicester Sq. Ger. 3423. John Garfield, Gie Young, Harry Carey, George Tobias, Arthur Kennedy. Perfs. at 11.20, 2.20, 5.0, 7.40. Quads. programme con. at 2.30 and 4.10.

**HEADQUARTERS**

A **KNOCK-OUT** golf tournament has been proposed for the officers of Headquarters. The games played will be used as a basis for handicaps in future competitions. The winners of the first round will play off in the consolation flight. The losers will play off in the consolation flight. The tournament is scheduled to start on Saturday, May 22, at Moor Park Golf Club. Green fee is two and six plus another two and six entry fee, which will be used for prizes. A very limited number of clubs are available at the club, so entries are urged to arrange for their own set.

Maybe the kid with the three-cornered pants and the bow and "Arer" has scored a hit in "Zombie Manor," or the Orderly Room as it is known in the more cultured circles. Cpl. Jimmie Duthie has lately been working on Daily Routine Orders with LAW McCosh. The other day he made a faulty entry in the case of F/L LePlant. Instead of LePlant the entry read F/L McCosh. We're expecting a heat wave—oh, my!

It can now be revealed that "Shorty" Imeson has been taking measurements on uniforms to be sent out to the District H.Q. Branching out, he gave Hillier a hair-cut last week. After seeing Hillier's hair we can imagine what the well-dressed District man looks after receiving the Imeson-measured suit. "You can do almost anything if you try hard enough," Imeson claims.

A one-act play was enacted at Regent's Park last Thursday evening, starring AC Gagne, of R. and S., and late of Montreal Royals. Title of the play was, "How Not to Play Ball."

Seen going up to R. and S. last week were tabletrays three feet long, four feet wide and a foot deep. Were informed that they were to accommodate a new form. Now we've seen everything.

The "About Turn" in CAP 90 must have stuck out in S/M Clarke's (No relation to Pork and Beans) mind. LAC Delage, the statistics merchant, claimed that he gave the above order no fewer than 25 times in the short time he took over a drill squad.

Cpl. Bridgeman has pepped up his lighter to accommodate the new "King Size" cigarettes. Those who step up and ask him for a light—don't bother to ask for your eyebrows back. Those who step up and bum a cigarette—you'll be confused with a problem. In two chubby hands will be held two cigarettes. "Which do you like best? The long—or the short kind?"

Sgt. Gord Duff, of the Supernumary ranks, tried the unfor-givable trick of sneaking in ahead of the other ranks on dismissal last week. The attempt was squelched by the indefatigable F/B Nuttall, of the Flight Commanders.

Stanley Durrant, who started as office boy in Central Registry a little over three years ago, evidently has kept up with C. R. as time went by. According to F/S Trev. Williams, he has started going out with girls.

**FLASH!** W/O "Butch" Birchall has announced—repeat W/O "Butch" Birchall has announced that a drill competition will be held next Tuesday morning. The best

**FILM LOG**

**"CRYSTAL BALL" (London Pavilion)**

Starring Ray Milland and Paulette Goddard. Texas model lands in New York with nothing to work on but 38 cents, a wardrobe of clothes and a nice shape. . . . Between being sucker-bait at a shooting gallery and doubling for a fortune teller she manages to wolf a young lawyer (Ray Milland) away from a smart young widow (Gladys George) intent on marriage. Bill Bendix looks more like a pro-wrestler than Milland's No. 1 boy. Light, humorous, witty entertainment. Recommend.

**"THUNDER BIRDS" (New Gallery and Tivoli)**

Thunder Bird Field in Arizona is the setting for this technicolor picture. Civilian instructor (Preglin Foster) and RAF student (John Sutton) vie for the hand of local girl (Gene Tierney). Vivid flying scenes that are technically perfect, usual shot of instructor bailing out, leaving student to prove that he can fly. Flying sequences good. Plot overdone in places. Actual cadets from England, China and America take part in film. Significance of student training is injected by opening and closing commentaries by world-famous correspondent, John Gunther.

**"MISS LONDON, LTD." (Leicester Square)**

Arthur Askey plays the part of the boss of an agency which provides girl companions for troops on leave. Plenty of gags, plenty of funny situations, plenty of dolls. Askey's masquerade as a continental waiter is good. Impersonation of Marx Brothers with Evelyn Dall and Jack Train, riotous. A crazy, typical Askey extravaganza.

**"THE EDGE OF DARKNESS" (Warner Theatre)**

A stirring tale of Nazi brutality in occupied Norway. Errol Flynn, Ann Sheridan, Walter Huston and Judith Anderson are leaders of a band of patriots who are determined to resist the invaders. They obtain guns and ammunition from a British submarine, and organise the local townspeople in a revolt against the German garrison.

Helmut Dantine gives a convincing performance as the ruthless Nazi commandant. A grim story well acted. Decidedly better value than most films of this type.

drill squad will receive the reward of a week's freedom from morning parades except for the C.O.'s inspection.

Personnel continued their triumphant march on the softball front last week with two more wins. Upset of the week was a 4-2 trouncing handed to the Officers by the Camps. The league standing is as follows:

Personnel	W	L	P
Accounts	1	0	1,000
M.T.	1	0	1,000
Camps	2	1	750
R & S	1	1	500
P & Caa.	1	1	500
Knights	1	1	500
O'Brien	0	2	500
Commandants	0	2	500
Bridges	0	2	500

**Unlimited Laughter**

**MISS LONDON LTD.**

Starring **ARTHUR ASKEY** **LTD.**

**ANNE SHELTON**  
**RICHARD HEARNE**  
**MAX BACON** • **JACK TRAIN**

A Gainsborough Picture  
 Produced by **EDWARD BLACK** Directed by **VAL GUEST**  
 Production in charge of **MAURICE OSTRER**

Performances 11.45, 1.20, 3.20, 5.25, 7.30

**Leicester Sq. THEATRE**

**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!

Directed by HENRY KING  
 Produced by ROBERT BASSLER

**SHE HASN'T GOT A GUN!**  
 She isn't even a parachutist in disguise. She's just a pre-war menace to all mankind, proving that Kipling was terribly right!

**SLIGHTLY DANGEROUS**

Lana **TURNER**  
 Robert **YOUNG**

with  
 Walter BRENNAN  
 Dame May WHITTY  
 Eugene PALLETTE  
 Alan MOWBRAY (Cert. U)

— TOGETHER WITH —  
**"GREEK TESTAMENT"**  
 The glory that was Greece—and ever will be! (U)

**Starting FRIDAY**

**EMPIRE**  
 LEICESTER SQ. • GER. 1234

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