

Towplane Pulls Glider Across Atlantic

TRIO OF CANADIANS FLEW IN AIR TRAIN

Gobeil Co-Piloted Flying Freight Car,
Longhurst Skipped Air Loco,
Wightman Worked Radio

FLIGHT MAY PRESAGE A REGULAR RUN

In a hectic, history-making skyride from Montreal to a U.K. base, a Canadian towplane captain and an RAF glider captain completed the first glider crossing of the Atlantic.

Loaded with vaccine for Russia, truck parts and aircraft wireless sets, and towed on a 100-yard nylon rope by a twin-engine Dakota transport, the first transatlantic air-train covered its run of 3,500 miles in 28 flying hours.

FRENCH SINKS FIRST U-BOAT

Alberta Skipper Helps Finish Off German In Biscay Battle

F/O William Maynard French, Fairview, Alta., and youngest of three brothers serving in the RCAF, has shared in the sinking of his first U-boat.

Skipper of a Coastal Command Sunderland flying with an international squadron comprising Australian, New Zealand, Dutch, Canadian, and British air crews, French was on patrol in the Bay of Biscay when he sighted two Halifaxes attacking a U-boat. This is his report of the killing:

"As far as I could see the submarine was still moving, and making zig-zags. Just as we reached the scene, E for Edward, an Aussie Sunderland, went in, and we had a perfect view of the bombing. It made one attack and straddled the bows of the U-boat slightly forward. E for Edward attacked again, and one of the depth charges went very close to the target, there being an explosion in the bows of the submarine."

The U-boat was still under control and straining to evade further attacks. French dropped his depth charges ahead of the conning tower. The Nazi stopped dead, and the Sunderland made a run, firing from all her turrets. There was no return fire.

Again French attacked, from the starboard beam. "We wanted to make certain of completing the job because there was a chance that Ju.88s might come along to protect the sub-

S/L R. G. Seys, D.F.C., RCAF, was glider captain, and his co-pilot was S/L F. M. Gobeil, of Montreal. F/L W. S. Longhurst, RCAF, of Toronto, skippered the towplane. His radio operator was another Canadian, Senior Radio Officer H. G. Wightman, Vancouver.

The flight established world records in total distances for a glider carrying freight, and is the first glider trip across any ocean. A Transport Command experiment, the flight was intended to obtain information as to the possibility of a transatlantic airtrain service.

The pioneering airtrain arrived on a sunny afternoon at a great U.K. base. Airfield activity paused as the glider cut loose, made a perfect landing, and was followed by the transport. A ton and a-half of freight was unloaded from the Waco glider.

"We hit one snowstorm," said S/L Gobeil. "For two and a-half hours we were pounded from right to left and back again."

Later they entered a sunny area, where it became so warm that the glider crew peeled off their battle dress jackets.

The glider pilots were worn out, from intense concentration, by the end of the flight. Their spells at the controls varied from one to two hours up to many hours in rocky weather. Communication with the towplane was by radio. Wightman, too, was kept going all the time at his apparatus.

F/L Longhurst said that with a glide on their tail, they couldn't even try to go around bad weather. They had to plow through it.

"The second of this stick of depth charges slid down past the conning tower and exploded under the U-boat. The tail-gunner, a New Zealander, saw the raider shudder and rise out of the sea. Some of her crew were thrown into the water."

LANDS SMACK ON COW, BOSSY UNAPPRECIATIVE

Forced to bail out from a Halifax bomber with the rest of his crew after being attacked by a German night fighter, F/L Vaughan Ganderton, Edmonton, chose a novel way of landing—before striking terra firma he straddled a cow.

Despite a heavy pasting from cannon and machine-gun fire none of the crew was wounded, though one Canadian suffered a broken thigh on landing and another a sprained ankle.

Ganderton, a deputy flight commander, was crossing the enemy coast on the way to Germany when a night fighter jumped him. Jerry's terrific blast shot the rear turret motor out from between rear-gunner F/S Bill Newcombe's legs, cut off the oxygen tube from in front of the Vancouver airman's face, knocked out his intercom and punched at least 20 holes in the turret. In addition the rudder controls were shot up, trim controls shot away, and the elevator control punctured by cannon shells.

"As soon as we realised we had been pranged we dived and attempted to turn, but found we couldn't because our rudder was

lost," said the skipper. "We jettisoned our bombs right away and figured we'd bail, but after a little conference the crew voted to try for England."

"For some reason Jerry didn't come after us again, and we kind of skidded across the North Sea because our rudder was jammed."

All the while their aircraft was losing altitude, dropping from 21,500 to 13,000 feet as they crossed the English coast. When it became clear that it was hopeless attempting to land, all of the crew jumped, the navigator, F/O Paul Soeder, Saskatoon, in the lead.

One by one the men bailed out, Ganderton being the last to leave his floundering kite. A few hours later he learned it had crashed 200 yards from the pasture in which he disturbed a herd of cows.

"As I neared the ground," Ganderton told later, "I was swaying from side to side and couldn't see a thing, but suddenly found myself on top of a cow. Bossy didn't seem to appreciate the idea and ran away mooing with the rest of her pals."



These pictures were taken before the start of the first flight by a towed freight-carrying glider from Canada to Britain. On the left S/L R. G. Seys, D.F.C., RCAF, captain of the glider, and S/L F. M. Gobeil, RCAF, the co-pilot, examine the nylon tow rope. On the right F/L W. S. Longhurst, a Canadian with the RCAF, captain of the Dakota, the tug which towed the glider, stands with F/L C. W. H. Thomson, a New Zealander, who was co-pilot-navigator of the tug.

ONE DEAD 110 IS NOTHING TO 11 LIVE F.W.S

Take it from F/S Grant Willis, shooting down an Me.110 isn't half as exciting as discovering that 11 F.W.s are on your tail, and this on your first operational trip.

Willis, whose home is in Peterborough, Ont., is a rear-gunner with the Goose squadron. He got his Messerschmitt during a heavy raid on Bochum. The mid-under gunner, Sgt. Tommy Dimma, Ottawa, spotted the Jerry underneath their Halifax. As the Me.-nosed upward to attack the skipper, S/L B. E. Harriss, Clovis, New Mexico, made a diving turn to port.

"That brought Jerry up to where I could get a prang at him," Willis said. "We both opened fire about the same time but his shots went low and under our port wing. We fired about 2,000 rounds in a three-second burst, and three of the crew saw tracers entering the fighter's nose, starboard motor and cockpit."

Smoke was seen streaming from his starboard motor when the Nazi, still climbing, turned turtle and went into a dive. Ground haze made observation difficult, but after a few moments he was seen to explode on the ground.

It was on Willis's first trip to the U-boat base at Lorient—that 11 F.W.s got on the tail, five joining in an exchange of fire while the other six stood by and watched. No damage was done during the exchange, but the Nazis clung to their trail, just stooping along and doing nothing about it.

To date Willis has 25 sorties to his credit.

D.F.C. AWARDEES AT INVESTITURE

Nine RCAF winners of the D.F.C. and one winner of the A.F.C. were among those who attended an investiture at Buckingham Palace to receive their medals from His Majesty.

The D.F.C.s were: S/L R. Trickett, Humboldt, Sask.; S/L R. W. McNair, North Battleford, Sask.; S/L G. C. Keefe, Charlottetown; F/L W. C. Sanderson, Duff, Sask.; F/L A. E. Webster, Vancouver; F/L I. C. Ormiston, Montreal; F/L W. A. G. Conrad, Bedford, Que.; F/O F. C. E. Waterman, Princeton, B.C.; and F/O C. E. Sorsdahl, Midvale, Sask.

F/O W. A. Black, of Halifax, was the A.F.C. winner. Major Donald Blakelee of the U.S. Army Air Corps, former RCAF fighter pilot, also was invested with the D.F.C.

BOMBERS HIT COLOGNE TWICE IN SIX NIGHTS

Kalk and Deutz Area Hit In Second Raid on Ruhr City

Bombing so concentrated that even the anti-aircraft batteries seemed to be wiped out, was meted out to Kalk and Deutz, industrial districts of Cologne, as a large force of RAF and RCAF bombers were over the Rhine city for the second time in six nights.

"There was an area of about three square miles which seemed to be wiped out, as there was nothing coming up in the way of flak," said Sgt. Basil Edwards, Delta, Alta., bomb-aimer, who saw his bombs leave the aircraft and head for the heart of the concentration of flames.

A mass of fire, smoke rising to 18,000 feet and violent explosions were reported by crew members returning from the raid. Two crews from RCAF Bomber Group told of seeing two flashes as though two terrific explosions had taken place in the direction of Cologne. They were then 200 miles on their way back to base. The crew of a Lancaster reported that the glow of fires was visible for 150 miles.

W/C Smith Present

Among the Canadians who brought back stories of the great Cologne raid were W/C Don Smith, D.F.C., Preston, Ont., whose young Halifax squadron teamed up with the veteran Moose squadron of W/C M. M. Fleming, D.F.C., Ottawa; Sgts. Ed. Marks, Winnipeg; Frank Yackison, Sudbury, Ont.; Keith Metheral, Wapulla, Sask.; Leslie J. Adair, Wingham, Ont.; Sgt. Jack Syan, Toronto; George Vickers, Windsor, Ont.; Jim Miller, Mactier, Ont.; Arnie Lemire, L. Sville, Sask.; Jimmy Allan, Edmonton; Winston Blackmore, Cardston, Alta.; Colin Angus, Quebec City;

FIGHTER PILOT WAS SEASICK IN DINGHY

W/C Peter O'Brian, D.F.C., a Canadian in the RCAF, has recently concluded a tour of operations toward the end of which he had to bale out of his Spitfire after it had been hit by flak.

O'Brian, the son of G/C G. S. O'Brian of the RCAF, was out on a shipping strike with a fighter squadron of the RCAF when flak hit his cooling system and the engine packed up. He managed to climb from sea level to 1,000 feet, where he rolled over and baled out. This was at 8 p.m. He was picked up at 4.30 a.m.

"The worst thing about it was that I was seasick right after I got into my dinghy," he said.

WOLF PILOTS NOTCH THREE

Wolf Squadron added three enemy fighters to its bag in an afternoon sweep over Northern France. The three, all Me.109s, fell to S/L Hugh Godefroy, D.F.C., Toronto, F/O Norman Fowlow, Halifax, was F/S Graham Shoultice, Chesley, Ont. Godefroy, who commands the Wolf outfit, led his section against four or five enemy aircraft on the extreme right of the formation. The German tried to break loose by going into a climbing turn, but Godefroy followed and saw his cannon shells strike home. He saw it spin out of control and through a hole in the clouds some distance below. The Messerschmitt exploded with a flash as it hit the deck.

F/S Shoultice, flying as Godefroy's number two, went after another Me. which was preparing to attack Godefroy. Shoultice gave the Jerry a cannon burst at close range, and S/L Godefroy saw a big explosion in the cockpit as it fell to pieces.

Meanwhile F/O Fowlow had attacked a third enemy fighter and scored hits on the engine, fuselage and cockpit. Another member of the section, F/O Thomas Brannigan, Windsor, Ont., saw the Me. disintegrate in the air.

TRAIN BUSTERS ENGAGE IN PRODUCTIVE SORTIES

F/O's Collins and Hanton Attacked 14 Locos In 55 Minutes

Canadians on train busting expeditions and intruder patrols enjoyed a fruitful week. Their targets included many trains, which they accounted for in short order, power sub-stations, barges and enemy air-dromes.

By riding six locomotives F/O R. T. Mossip, a Typhoon pilot from Ontario, obtained the best score of an afternoon last week when the train busters of Fighter Command were out over N.E. France. He reported that all were left hidden in clouds of steam, and a barge he attacked was burning well when he flew away.

F/O George W. Burroughs and F/O R. T. Hutchinson, both from Toronto, had a joint score of five locomotives. They added four electric pylons shot up. They were flying in Mustangs.

Later in the week more than 20 trains were attacked and damaged by Mustangs, Typhoons and Spitfires of Fighter Command operating over northern France.

Ont., and F/O F. Hanton, Kenora, Ont., who fly with the RCAF Mustang Squadron under the command of W/O Bob Waddell, attacked 14 locomotives in 55 minutes. To this score they added one tug, several electric pylons, one electrical power sub-station, and several railway sheds.

In 41 minutes pilots of another Canadian squadron, commanded by S/L R. A. Ellis, had a very productive sortie. They attacked and damaged four railway engines and claimed another as possibly damaged. They attacked a tug which was pulling three barges, and also later saw strikes on electrical pylons, a power sub-station and railway shed. These pilots were F/L N. S. Clarke, Montreal, F/L Paul Bissky, Saskatoon, and F/O J. A. Lowndes, Toronto.

A few nights later still Canadians took part in night intruder activities. F/L N. H. Spencer, Vancouver, and Sgt. Wilson, his navigator, bombed a train before seeing the results, before flying on to Melun airfield. They attacked an aircraft as it landed there, and saw many strikes on the port side. They claimed it as "damaged."

F/O A. Collins, Renfrew,

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EDITORIAL
CANADA'S CENTURY

CANADA'S 76th birthday on July 1 was a day of stock-taking for many of her citizens at home and abroad as her position in world affairs becomes daily more prominent. It was an old but thrilling story to all her citizens that she had become the fourth largest munition producer among the United Nations, that voluntary enlistments in her armed forces total many thousands more than during the last war, and that her sons in each service have added glory to her name by their daring exploits and personal sacrifices in each corner of the globe.

Canadians have been accustomed for generations to being overlooked by the world, but as they took stock on Dominion Day they sensed that it was not only the visionaries and the "men-in-the-know" in other countries who appreciated her contributions of the past and her great promise for the future. To Canadians and to non-Canadians the great nation's bright promise for future years was written in the skies—Canada was acknowledged to be already the crossroads of air traffic between Asia and America, between America and Europe. Her important position would be even more greatly enhanced when projected air lines over the Arctic to the major cities of continental Europe were started.

Canadians and the world were explicitly told by the Canadian Government that Canada would use to her own benefit alone the strategic position providence gave her in world air traffic; that no agreement affecting Canada's air would be made with any country—inside or outside the Empire—unless that agreement were to Canada's advantage. The vision a Canadian statesman gave Canadians nearly a half-century ago that "the Twentieth Century belongs to Canada" seems to be materializing.

SPITFIRE O.T.U. GRADS

The following pilots have just graduated from a Spitfire O.T.U.:

F/O Johnny Weston, Toronto; P/O "Mac" McKay, Westerner; W/O "Hawmy" Hamilton, Hamilton, Ontario; F/S Bill Simpson, Edmonton; Sgt. Jack Baughman, Nova Scotia; Sgt. Johnny Greenman, Nova Scotia; Sgt. Freddie Moxing, Regina; Sgt. Tommy Dobbie, Montreal; Sgt. "Andy" Edwards, Montreal; Sgt. D. G. Smith, Nova Scotia, and Sgt. "Flaps" Morrisey, Winnipeg.

Morrisey is called "Flaps" only because of his ears.

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

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ATTEND SERVICE ON DOMINION DAY

Airmen of RCAF Bomber Group held their Dominion Day service at one of the oldest shrines of Christianity in England.

Within the ancient walls of a medieval cathedral, in the foundations of which there still exists an old Saxon shrine, units of every bomber station in the RCAF Group gathered to give thanks on the 76th anniversary of Confederation.

The service was arranged by F/L I. A. Harris, of Brandon, Man., senior RCAF chaplain of the northern districts of England, and the sermon was delivered by G/C G. O. Lightbourn, of Aurora, Ont., chief RCAF Protestant chaplain overseas. The lesson was read by A/V/M G. E. Brookes, O.B.E., air officer commanding the Bomber Group.

Guests of honour at the service were the Earl of Harewood, brother-in-law of the King, the mayor and members of the local city council, U.S. Army representatives, and 100 local school children.

SYLVESTER IS STAR OF No. 3 FIELD DAY

Sgt. Larry Sylvester, London, Ont., copped high aggregate honours in the RCAF No. 3 District Track and Field Meet, sponsored by the Salvation Army on Saturday, July 3.

Prizewinners were: — Sgt. Larry Sylvester, London, Ont., first in the 100 yds., 580 yds., running broad jump, 220 yds., and hop, step and jump, second in one mile, and standing broad jump; Sgt. Larry Deebank, Cornwall, Ont., first in shot put; LAC Bill Fraser, Winnipeg, first in high jump, second in shot put, and half-mile, third in running broad jump, and standing broad jump; Cpl. George Ferguson, Chilliwack, B.C., first in standing broad jump; LAC Percy Macklem, Winnipeg, second in 100 yds., hop, step and jump and 220 yds.; LAC Larry Carruthers, Eston, Sask., second in running broad jump, third in 100 yds. and 220 yds.; LAC E. L. Lec, Rouleau, Sask., second in high jump; Cpl. Lloyd Larson, Hamilton, Ont., third in shot put and one mile; LAC Doug. McPherson, Winnipeg, third in 580 yds.; LAC E. A. Whalen, third in high jump.

CASUALTIES

- KILLED IN ACTION.**
C. D. Alder, Sgt., Calgary; H. R. Bacon, F/S, Gassano, Ont.; V. G. Freeman, Sgt., Port Grenville, N.S.; R. M. Long, F/S, Victoria, B.C.; E. P. Povey, F/S, Arthur, Ont.
- PREVIOUSLY REPORTED MISSING BELIEVED KILLED IN ACTION. NOW PRESUMED KILLED IN ACTION.**
R. J. L. Fournier, Sgt., Lac du Bonnet, Man.; T. E. Taylor, Sgt., Bathurst, N.B.; C. H. Yeates, Sgt., Vancouver, B.C.; H. N. Myson, Sgt., Indian Point, N.S.; C. E. Le Blanc, Sgt., Belle Isle, N.S.
- PREVIOUSLY REPORTED MISSING. NOW PRESUMED KILLED IN ACTION.**
H. D. Barber, P/O, Carberry, Man.; F. Bradley, P/S, Winnipeg; E. F. Bramley, Sgt., London, Ont.; G. M. Brennan, Sgt., Gassano, Ont.; J. V. Drennon, Sgt., Goosebush, Que.; F. P. Duff, F/S, Winnipeg; J. A. Foran, Sgt., Malton, Ont.; E. D. Hayes, P/O, Dundas, Ont.; H. Millinchamp, P/O, Toronto; J. G. Marsden, F/S, Victoria, B.C.; H. M. Quilter, Sgt., Oakville, Ont.; A. J. Pettie, Sgt., Moose Lake, Sask.; G. R. Stillsack, P/O, Montreal; R. White, F/O, Dauphin, Man.; L. A. M. Caucley, Sgt., Lewis, Que.; W. M. Grant, Sgt., Westport, Sask.; D. Cranswick, F/S, Vancouver; J. W. Desbours, W/O, Vancouver; M. A. Fawcett, F/S, Fort Francis, Ont.; J. C. Fitzgerald, P/S, Elizabeth, Ont.; E. C. Fleming, Sgt., Verdun; T. W. Hare, W/O, Montreal; W. R. C. Johnson, Sgt., Winnipeg; H. M. Laetle, P/O, Ottawa; G. H. Lyons, F/S, Merdon, Alta.; D. S. MacLean, P/O, Camperdown, N.B.; G. H. Montgomery, F/S, Chapleau, Ont.; D. C. Morris, P/O, St. Johns, Nfld.; T. McE. Phillips, Corporal, Ont.; W. A. Shoemaker, P/O, D.F.C., Ontario; G. B. Tatham, Sgt., Keltiler, Sask.
- MISSING.**
K. H. Buck, F/S, Manitoba; B. A. C. Cameron, P/O, Mont. Bar, Ont.; G. Taylor, Sgt., Calgary; A. C. Weir, Sgt., Winnipeg; T. L. Bentley, F/S, Moose Jaw; D. E. Crockett, Sgt., Ottawa; E. B. Dixon, P/O, Maple Creek, Sask.; M. R. Dixon, Sgt., London, Ont.; F. J. Duffy, Sgt., Lanigan, Sask.; J. C. Eyre, Sgt., Hamilton, Sask.; H. G. Glazew, Sgt., Moose Jaw; S. H. O. R. Cauder, P/O, Lewisville, N.B.; D. B. Henderson, P/O, Kingsville, Ont.; C. H. D. Hurley, Sgt., Montreal; T. A. McDowell, Sgt., Vancouver; J. R. Marriott, P/O, Ottawa; R. Mucklaw, Sgt., Calgary; E. L. Newburg, Sgt., Moose Jaw; J. A. Penner, Sgt., Great Spr., Sask.; A. E. Prime, Sgt., Ontario; J. R. Hiebelier, F/O, Cayuga, Ont.; S. Slezeth, F/S, Brantford, Ont.; W. H. Spafford, Sgt., Belleville, Ont.; J. L. Sturdy, Sgt., Brantford, P.O., St. L. Treville, F/S, Saskatchewan.
- MISSING. BELIEVED KILLED IN ACTION.**
J. E. J. A. Hebert, P/O, Ottawa; J. D. Etiele, F/S, Westport, Sask.; R. G. Hume, Sgt., Richards, Sask.
- KILLED ON ACTIVE SERVICE.**
A. H. Leuty, Sgt., Toronto; W. Reats, P/O, Toronto; E. D. R. Batten, W/O, Ottawa; H. B. Elliott, P/O, Blyth, Ont.; L. E. Lightner, Sgt., Ontario; J. W. Munro, Sgt., Perth, Ont.; W. Sprewell, Sgt., Montreal; W. C. Smit, Sgt., London, Ont.; K. H. Stratton, Sgt., Stonewall, Man.
- DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE.**
J. C. Donald, P/O, Alta.
- WOUNDED OR INJURED ON ACTIVE SERVICE.**
P. Brown, Sgt., Lambhorough, Ont.; A. G. S. Sel., Manitoba; J. W. Rizen, Sgt., Toronto.
- WOUNDED OR INJURED IN ACTION.**
J. U. V. A. Umages, Sgt., Lac La Biche, Alta.
- PREVIOUSLY REPORTED MISSING. NOW REPORTED PRISONER OF WAR.**
H. E. McKee, F/S, North Bay, Ont.
- PREVIOUSLY REPORTED MISSING. BELIEVED KILLED ON ACTIVE SERVICE. NOW PRESUMED KILLED ON ACTIVE SERVICE.**
R. B. Hurry, P/O, Kincairdine, Ont.
- PREVIOUSLY REPORTED MISSING. NOW PRESUMED KILLED ON ACTIVE SERVICE.**
R. A. Post, F/S, Broadwindsor, Man.
- DIED ON ACTIVE SERVICE.**
M. R. Thompson, P/S, Belmont, Man.



When a man joins the Air Force he never can tell where he'll wind up or what doing. Here LAC John J. Gallagher, Almonte, Ont., is poking pearls before swine, or anyhow pigfood to porkers. The grunter enjoying his personalised service are some of RCAF Bomber Group's herd of about 300.

(Official RCAF Photograph.)

WITH THE RADIO MECHS.

VISITING FIREMEN

YOU have to be about early to get to the Beaver Club ahead of the radio mechs. The other morning the only lads in Air Force blue to be seen around the Trafalgar Square rendezvous had those handfulls of sparks on their right sleeves. It was a couple of hours later that the rest of the ground crew lads put in an appearance, and nearly noon before the flying men showed up.

Among the early birds at the club was Charlie Goddard, Pembroke, Ont. Charlie was down to meet his brother, who is with the Canadian Army. They have only seen each other a couple of times in the past year and a half. Charlie has two brothers in the Canadian Army in England, a sister in the WRENS at home, and a sister with a Red Cross Blood Donor Unit in Canada. "My mother is about the only one left at home now," Charlie says. "It's an occasion when a couple of us get together."

There were veterans and rookies in the radio game around the snack bar. Art Dundas, Regina, and Sgt. Fred Emerson, a lad from Vancouver, who was born in Halifax, were two of the more experienced radio men. Both Art and Fred were in radio before the war, and have every hope of continuing in the business when the show is over.

Each of these lads had their own "Ham" transmitters, but they were professionally engaged in radio. Art is also a camera bug. He is a walking picture gallery of Scottish landscapes. Art can furnish a series of photos of almost any loch in the land of the heather on a moment's notice. They are top-grade pictures, too.

Just back from a week in Scotland is Bill Pake, Chilliwack, B.C. He found the northern land beautiful beyond expectation. Bill was definitely not in the radio business before the war. He ran his father's fur farm.

Rookie among radio mechs, seen at the club was Con Stock, London, Ont. Con hardly had time to get settled down on his new station when they sent him off on nine days' leave. He says that's no way to treat a budding radio mech.

Lorne Vickery, Mimico, Ont., is one of those rare brand of R.M.s who figures on staying in radio after the war, even though he had no pre-war experience. He came right out of school into the Air Force. He has just cleaned up a leave. He was with Pete Albright, Beamsville, Ont., of the RCSS, with whom he visited his uncle, also with the Canadian Army.



SOUTH WALES M.U.

We hear that Roy Adams has wangled three weeks' holiday at a convalescent home after his two weeks' rest in the hospital. What about giving us the low-down, Roy? How is it done? Keith Knox, the airman with the one op. under his belt (appendicitis) was on a blind date with a WAAF the other night.

Well, this should hold you for now. Next week Phil Wright will take over and try to make up for his week's absence.

By "Goldie"

AT the last minute Cpl. Drake's reprieve came through in the form of an aircrew posting. No discipline course for that lad. We hear that the quartet from our group have been joined by two ex-members, Cpl. Innes and LAC Wilkins. Best of luck, fellows.

Manan's last hope, LAC Don Norris is going on leave this week, to Yorkshire he says. He refuses to enlarge on the subject. But Don was the recipient of a neat ensemble from home recently and probably intends to impress the Yorkshire lassies.

The Crash Club for cyclists claimed another victim-member in the person of LAC Murray this week. He was following the white line home from the village when said initiation occurred. We believe the sinister Cpl. Goslin had a hand in it; the deacon is reverting to villain sure enough.

Romance still blossoms around the perimeter. Friend Fry has become co-pilot in one of our vans that patrols the "drome. These M.T. drivers are intriguing people, what! Under the able tutelage of the suave Clearhill, Tommy is becoming quite a vulture.

The crowd have been indulging in swimming recently.

NORTHUMBERLAND

By LAC Bob Weeks

"HOIBY" THOMPSON and George Hodgson, New Zealand, are both back from sick bay. Following the ancient ritual of all radio mechs, they have scrounged some leave and will be seen in London and Edinburgh respectively for the next seven days.

Johnny Walker, a Dominion Day baby, was finally convinced after a session in the local that all the people in Canada don't wave flags just to honour him.

Norm Rabkin can thank Freddy Reid, Pete Melklejohn, Hank Fuero and your scribe for his sobriquet of "Ferdinand." He will walk around with a red rose in his hat.

Things we would like to know: Why does Pete Melklejohn, Peterborough, leave traces of where he has been on the billet floor every night? Why does Reg. Jackson blid about the long sunny evenings? Where are Cpl. "Sandy" Sanderson's missing teeth? Why does Rudy Picherack spend most of his time in bed after a day off? Why does Vic Swirzon, Henry Ford's right-hand man, ask for the mail so anxiously, or would expected events have anything to do with it?

THE KILLER IS BACK

Three and a half year overseas men will be pleased to hear that "Killer" Kilpatrick is back in this country. "Killer" used to fly as A/G in Lyanders of the old 110 squadron.

He went back home to train as a pilot. He's now a WO1 and is expecting to go on Beaus.

FLYING FARMERS ARE DOING WELL

Farms, gardens and livestock are coming right along at several RCAF stations in Great Britain.

One station in RCAF Fighter Wing has been developing a vegetable garden and livestock centre for several months. On odd stretches of land around the unit vegetables—mainly potatoes—have been planted to a total of 30 acres. The station admin. officer, S/L R. N. "Dick" Whalley, Sydney Mines, N.S., who is farmer-in-chief, estimates there will be 70 tons of spuds this year. Up to the end of June 1,400 pounds of peas had been picked, and it was believed 2,000 pounds more would soon be ready. There are also 6,000 tomato plants, which are important because tomatoes are scarce.

In old buildings, on the station 20 or 30 pigs are housed. These will provide roast pork fairly often. In the orchards around headquarters—converted from an old country mansion—chicken and geese run around. A concrete pond has been built for the entertainment of the flock of ducks owned by the officers' mess. Vigilant pilots, when off duty, sometimes take to the orchard with a 12-bore shotgun, watching for rats that have been hijacking the hen food.

PAY POSERS

Question: A question we frequently get from RCAF officers stationed in the United Kingdom is "of what importance is my RCAF service and pay book to me?"

Answer: RCAF officers stationed in the United Kingdom regard their service and pay books as a matter of little consequence in view of the fact that their pay is deposited monthly into their bank accounts, and no entries made in Part Two of the book. Let us look at this question from the point of view of officers who are posted overseas from the U.K. Overseas issues of pay will be made on the basis of the net RCAF pay entitlement as indicated in Part Two of the pay book, and will be entered by the paying officer in the cash payment section of this document. Postings overseas are frequent and usually on short notice, leaving little time to communicate with U.K.B.A.U. for necessary adjustments to pay books. Another point is that when "operating in the field" the paying officer may be the C.O., the Adjutant, or some other person not particularly well versed in accountancy procedure. His authority for paying is the entitlement as shown in Part Two of the pay book, and this is the amount you will receive regardless of whether the pay book is up to date or not. It is imperative therefore that every RCAF officer be in possession of his RCAF pay book currently compiled as to personal particulars and pay entitlements. For officers stationed in the United Kingdom net RCAF entitlement as recorded in Part Two of the pay book, and this altered only on advice from U.K.B.A.U. If there is any doubt as to the accuracy of details, if there are any casualties which would affect the net fortnightly drawing rate (i.e., promotions, changes in assignments, etc.), communicate with the U.K.B.A.U. through your accountant officer. On posting overseas it is vitally important that officers' pay books be accurately compiled, and the safest and surest way of assuring this is for officers to keep a check on their pay books and to see that casualties affecting pay are acted promptly.

who have changed their status to sergeant. Nice work, lads, and congratulations. Two more deserving promotions go to Sgts. J. E. Joyal, St. Agathe, Man., and Peter Allwell, Cowdenbeath, Fife, Scotland, who may now be addressed as Chiefs.

Promotions in the commissioned ranks go to P/Os W. L. "Artie Downwind" Shaw, Camrose, Alta.; L. T. Raynsford, Timmins, Ont.; H. P. Morris, Sarnia, Ont.; J. Mackay, Dods-

(Continued on page 4, col. 5)

New Zealanders' SWEAR by KOLYNOS! of course

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!

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SHORT SQUADRON FLASHES

THE LION GROWLS

By LAC J. C. CAMERON

THIS week's growl from the Lion Squadron will probably sound like a meow as the regular scribe, Bud James, has left us for a while to wrestle with the Point of Knowledge. We wish him a quick and victorious decision over same and also hope he has a good time getting it.

Promotions, always an interesting subject, have been confined to two members of the squadron this week. F/L G. A. Taylor is now S/L Taylor, and P/O C. H. Tubman will be known henceforth as F/L Tubman. Congrats. to you both. The social highlight of the week was planned, put into mobility, and indulged by the Signals Section. Due to a slight misunderstanding the "do" was slow in gaining headway. It seems that the "fathers" of the inspiration named the right hamlet but the wrong pub, or was it the wrong hamlet but the right pub? Anyway, we all got together and had a "smashing time." I say "we" as yours truly was mixed up in it somewhere, just where worries me at times. I guess that is why I get the impression that there are two typewriters in front of me instead of three. Dizzy Izzy supplied the nimble fingers at the ivories, while Pete pinch-hitted for "that pause that refreshes." "Astro" spent a quiet evening holding up one end of the piano with his free hand. The hand that was not free held a glass, sometimes empty, sometimes otherwise. Singing sentimental ballads and whatnot formed the chief entertainment. Somehow or other half the population of the village enjoyed the party too. Woe's me, I am still seeing two or three typewriters, so I think I will go to bed. So long for now.



F/L D. C. Hagerman, D.F.C., Surbiton, Sask., a Lancaster pilot, is addressing the townspeople of Surbiton, Eng., at a "Wings For Victory" parade. F/L Hagerman has completed 31 operations over enemy territory. (Official RCAF Photograph.)

WITH THE R.A.F.

A WIMPY that climbs from 1,000 to 17,000 feet in nothing flat is not necessarily tied to a rocket—nor need it be the latest "Mark" Wellington. This particular kite was flying along the West coast of Africa and suddenly ran into a tropical storm.

"We had been trying to avoid those banks of high vertical clouds," said F/S W/O Frank Moe of Vancouver, "because they mean trouble."

But suddenly they were hit by a shaft of vertical currents and rain that came down like "a waterfall." For 23 minutes they battled the screaming wind and driving rain.

"We were lucky to be in a Wimpy," Frank said. "There was no serious damage. Our freight was tossed around a little, though."

F/S Moe has been with RAF Transport Command for some time now, and his most recent trips have been up and down the African coast. He flew with P/O Stan Green of Seattle, the pilot, P/O Navigator Eric Gustafson, Fort Francis, Ont., and Sgt. "Ken" Cudmore of Toronto, the second W/O. Frank has 14 days' leave now.

"Green Apples"

"I sat amazed," said Sgt. Jim "Green Apple" Green-shields of Senneville, Que., "when the Wimpy's wheels folded up as we landed in the Middle East."

When they had taken off Jim knew that the kite's wheels had hit some rubble in the field, but since the indicators "indicated," he and all in the kite thought they were okay.

On Jim's first op—it was over Tobruk—their kite was hit by flak, and one engine was knocked out. They lost height and had to crash-land in the desert. They wandered for five days before being picked up by an Egyptian patrol attached to the Eighth Army.

Jimmy has 43 ops in the Middle East to his credit. Sgt. A/G Johnny Cochrane, Douglas, Ont., is on six days' holiday from a New Zealand Ventura squadron. With him, and also in the same unit, is Sgt. Ohs. "Marah" Jones of Moose Jaw.

Pedigree Bombers

F/S Pilot Alf Dwyer of Regina is instructing on Whiteleys. Alf has finished one tour of ops with an RAF bomber squadron whose pedigree goes back to the last war.

Alf did his tour in the Middle East and the "target" was Tobruk—mostly. His re-arranger was Sgt. "Goldy" Goldberg of Boston, Mass. "Goldy" transferred to the USAAF, and is back home now. "I remember a leave in Palestine with 'Goldy,' reminisced Alf. "We didn't think it would turn out so well, but as soon as 'Goldy' put the Goldberg on the register in the hotel the place was ours. Evidently the contacts his kith and kin made in a.c. 1000 still held good," Alf grinned.

A "Texan" from Florida

He was with P/O "Tex" Holland of Miami, Fla., the night Tex won the D.F.M. They were hit by flak squarely in the bomb bay. A huge hole magically appeared in one of the Wimpy's wings. The navigator, wounded by the flak, nearly fell out of the gaping hole in the Wimpy's belly.

"The kite was knocked into a spiral dive and Tex managed to pull it out 600 feet above the desert," Dwyer said. "He flew that staggering bomber 400 miles back to the base, and all she could do was 50."

Holland was a damn good flyer. He was a civvy pilot, and is crazy about flying. He volunteered to stay out there and is still in the Middle East," Alf concluded.

While out in the Middle East Alf flew with Sgt. (now P/O) C. W. Carlisle Conquest of Winnipeg, and Sgt. A/G "Benny" Schultz, New Brunswick.

Sgt./Pilot Stan Smith of Fillmore, Sask., is one of the boys at Whitley O.T.U. He is expected to go on Halifaxes. Mosquito pilot "Smoky" Stovel, of Winnipeg, has been "just wandering around and liking it" on a seven-days' leave. "Smoky" is a flying officer nowadays.

NEW RCAF STATION

RCAF Bomber Group recently took over another important station, large enough to house two squadrons, from the RAF. Neither of the squadrons on this new all-Canadian station is as yet operational, but in a few weeks heavy bombers will go out from this base, adding their bombs to the great weight of explosives being hurled down on the enemy by the Canadian Bomber Group.

PAY TABLE CRUMBS

AIRCRAFTMEN Joe Joseph and Johnny Peachy are demonstrating their ability on the unit diamond now, and it is quite easily seen why they played senior baseball in Canada. Sgt. Max Webster, Windsor, has been promoted to Flight, as has Sgt. "Cass" Cassidy.

Sgt. Gord Degaly, Cpl. Harry Freestone, Sgt. Mark Marklew, and a few more of the gang are now taking a few days' well-earned leave. Scotland seems to be the place to spend your first holiday. LAC Schnurr, Toronto, turned out for the relay team, but the next day he was seen walking with a cane—must be the weather. After being lost for an announcer for the P.A. system on sports day, lo, and behold our royal mingling, Cpl. Phil Etches, Winnipeg, took over the job; next week we will give a play by play description of "Foster" Etches' broadcast.

W.D. DEPARTMENT.

Advice to the lovelorn—don't wait to get your marriage licence till the day before the wedding. Doesn't do anyone's blood pressure any good. (With all apologies to Mrs. Mayson!) The Brownlee kid really battered our senior NCO Sgt. Ward—"Bite 'em and fight 'em," that's the new motto for our netball team. Size doesn't mean a thing when it comes to domineering people—does it, "Lil" Andy Hitler?

Wish the folks at home would consider our feelings and NOT itemize everything that's in our parcels. Two red-faced "Wids" collected some the other day, and the Office boys didn't help any.

WE DOOD IT AGAIN

By LAC DON SCOTT.

SEVERAL weeks ago we "scoped" the world on the news of the Bowser King's Record Run after a bit of rough landing. Soon after that three O.R. clerks established another mark in running after someone slipped them a "mickey" of "Kruschen" in their soup.

Now all records are shattered and past glories fade into oblivion as news reaches us of a super record being set. The laurel wreath now hangs on the embarrassed head of our equipment basher, LAC Grant Rice, London, Ont. Rice enjoys the enviable position of being the first airman to open the current swimming season in a nearby city. This startling deed, accomplished while on leave, is made even more remarkable by the fact that he had all his clothes on at the time.

The postings parade keeps coming and going. During the past few days S/L Art Lawrence, Bowman, Man., F/O Al Harrington, Ottawa, and F/O Bill Foster, Kingston, Ont., joined the squadron. On the other side of the ledger, S/L Tony Barker, New Haven, P/O D. E. M. Black, Buckingham, Que., F/L Pete Heybrook, Victoria, B.C., F/O Andy Rose, Powell River, B.C., and Cpl. "Slim" Elliott, Saskatoon, Sask., said "So long."

"Farewell, (Hic)!"

We also bid farewell to our general clerk accountant, Cpl. Jack Hooper, Pentleton, B.C., who left for air crew training about three hangers ago. In a touching farewell speech "Hoop" said, quote "I'll never forget you guys, or this past week" unquote. Neither will we. The daddy of us all, LAC "Pop" Hill, Barrie, Ont., looks like something out of Madame Tussauds after a heat wave. The old alibi, "I fell off me bike," sounds a bit ropey, but for once it's pukka g'n. Still nobody believes him. "The Society for the Prevention of Cruelty to Bicycle Riders" was another outcome of one of "Hoop's" farewell "do's." LAC Ken Whitley, Vancouver, B.C., takes the reins as president. "You just can't trust 'em, they let you on and bingo in a couple of minutes they throw you," quoth the Pres. from a near-by ditch. In the also ran column, LAC "Blonde" Goodman, Selkirk, Man., tortured his tonsils rendering a few bars of old familiar melodies. "Goodie," of course, has considerable experience with bars. LAC "Krupa" Trotman turned in a neat effort with a drum and scrubbing brush.

Parties being "the thing," another enjoyable evening was spent recently at the "local" as the boys gathered to bid "good-bye and good luck" to F/O Ken Lusty. That little man from Biggar, Sask., F/O Ray Burgess, former Saskatoon Quaker hockey flash, was the highlight of the evening, doing a neat bit of the light fantastic, besides rehashing the last decade's hockey seasons in that hallowed section of Canada, "The Golden West."

With the arrival of Sgt. Don Fortune, who claims Wingham, Ont., as "ome, the squadron now boasts an education office. Sgt. Fortune was installed here by F/O J. C. Whenham, from RCAF O/S Headquarters, who reported "an extremely fine response from the entire squadron." Classes in pre-air crew maths, have already begun with a good turn-out, and a well-stocked technical library to aid

(Continued on page 4, col. 2)

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FAREWELL DANCE

By "SLICH"

HEAR YE! Hear ye! We quote from our daily log: "In the evening there was a station dance in the mess, and, as this was the last opportunity the officers would have to say good-bye to W/C Begg, who has since left us, full advantage was taken of it. Back, visiting us for the occasion, was F/O L. Miskelly, our popular former adj. All members of the mess appeared to have an enjoyable time. That's putting it mildly, fellows. I've been trying ever since to get a bit of inside dope. I tackled the adjutant, but all I got out of him was, "I can't really remember a thing!" I looked for our pianist who provided the five for the occasion, but he's gone on leave. Then I thought I'd tackle one of the batmen, but it seems that any of the fellows who might know something have been sent on leave. Nice covering up, I call it.

All our sympathies are extended to S/L Godfrey, who takes over the reins of the Mustang men. Welcome, "Red," we're pulling for you.

Comings and goings: Cpl. Maurice Gillman and Jimmie Hutchinson are two more of our recent additions to Ye Photographic Section. We now have Cpl. A. A. Smith with our maintenance section. Welcome, "Ack Ack." From our wireless section we have lost Cpl. Ford, LACs Kelly, Smythe, Haines, Davis, Elbourne, and ACs Kings-ton and Fowler. Hope you enjoy it, men, and we're sure sorry to lose you. Now maybe F/S Roy Held will have to spend a little more time in camp.

Now for the glamor boys. Looks as though Sgt. "Gibby" Gibson is going to have a bit of work now that Cpl. "Frenchy" Beaumier has been transferred to the officers' mess. Wonder if those new props will make any difference to "Red" Archibald's preference business? Mighty strange why Cpl. "Willie" Williamson was so anxious to go on night duty! LAC Bob Litchie is back from leave with a grin a mile wide and all sorts of mysterious plans. Could it be that he has intentions honourable? LAC Laurier Green, our P.O. basher who keeps all those letters a couple of weeks before he lets us have them, is anxious to get in touch with his big brother, who is in the R.M.R. If said brother knew about "Big Mary" he'd sure look Laurie up in a hurry. Did anyone else see LAC "Blitch" Blitcher walking up a certain Main Drag the other afternoon with that glazed expression in his eyes?

CALCUTTA BASEBALL LACKS POP, PEANUTS

Calcutta saw its first baseball game last month, played between a negro and a white team from the U.S. Forces in India. The game, held in Calcutta's soccer stadium, drew a large crowd of many nationalities, among them several RCAF men on leave. The coloured boys won. W/O D. A. Blyth, Dafee, Sask., was not impressed with the brand of ball, and said he believed the Canadians could take on one of the teams.



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