

Air Mastery Over Sicily is Maintained

GEN. J. DOOLITTLE PAYS HIGH TRIBUTE

RCAF Wellington Bomber Crews Receive Message of Congratulations From U.S.A. Air Chief

MALTA BASED SPIT PILOTS ADD TO KILLS

High tribute was paid the RCAF Wellington squadrons in North Africa last week by General James Doolittle, chief of the North African Strategic Air Force, for their significant share in the softening-up that preceded the Sicilian landings. Together with American and British formations under Doolittle's command, the Canadians have repeatedly bombed enemy installations in Sicily and on the Italian mainland, and last week blasted railway yards and oil storage depots at Messina, toe of the Italian boot.

Doolittle's message, which was read to Canadian crews, follows: "Please convey my sincere thanks to all ranks of the Royal Air Force and Royal Canadian Air Force for their superb efforts in connection with current operations. Your build-up of serviceability in spite of formidable handicaps has indicated that we have in our hands an instrument upon which we can utterly depend to deal with the enemy. The example set by the Wellingtons has been an inspiration to us all and a clear indication of the fine offensive spirit of the forces which I have the honour to command."

Far-Ranging Sweeps

Meanwhile Canadian Spitfire pilots, operating from Malta, continued to fatten their scores in far-ranging sweeps over the battle area. The sharp-shooting team of Hill and Gosling, each with a double kill last week, continued to lead and inspire the Malta deadeyes. Last reports credited S/L Hill with 13 enemy aircraft destroyed and F/L Gosling with 10.

Newest star in the Mediterranean sky is F/O Johnny Turnbull, St. Thomas, Ont., who with three nightfighter mates, an Englishman, a Scotsman and a South African, shot down 29 Axis kites over Sicily in four flying nights. Turnbull's personal score was six, putting him ahead of Gosling, whose top score for the previous week was five.

Other Canadians of Malta's flying garrison continued to notch kills in the steady massacre of Italian and German aircraft. F/O George Kelth, Taber, Alta., got one-and-a-half in the space of a few minutes, shooting down an Me.109 and sharing another with an English squadron mate moments later.

A double score, his first, went to Sgt. John Saphir, Chicago, who bagged two more Messerschmitts during an afternoon over Sicily. F/O Bennett Clarke, Edmonton, probably destroyed a Reggiano 2001 after a long chase when he gave it a burst and left it smoking and out of control. Several Canadians were credited with Axis kites damaged, among them Sgt. William Hockey, Kentville, N.S., with a Macchi 202, F/O John Stock, Ottawa, who damaged three Me.110s in two days, P/O Reginald Morris, Windsor, Ont., who got two 109 probables a few hours apart, and P/O W. J. Anderson, Woodlawn, Ont., with still another Me.

An unidentified enemy aircraft, believed to have been a Heinkel 111, was destroyed by an intruder in which F/L Harry Waggett, Toronto, was radio

operator. It was spotted over Catrone, in Italy, and shot down in flames with one long burst. The total bag of Waggett and his RAF pilot is now four destroyed.

Helping themselves to a piece of cake in the now-famous Stuka party when Spitfires



F/L CYRIL GOSLING, D.F.C.

(Continued on page 6, col. 5)

DON MORRISON AWARDED D.F.C. IN PRISON CAMP

Word reached an RCAF fighter station recently that F/L Don Morrison, D.F.M., Toronto, had been awarded the D.F.C. But Don wasn't in the mess that night to buy the traditional round—he is in a German prison camp recovering from burns and with a leg amputated.

That night the fighter boys with whom Morrison started flying as a sergeant spoke not so much of his record of half a dozen enemy aircraft destroyed; nor the fact that awards are rarely made to men who became prisoners of war before the recommendation went through; but simply that rarely in the history of the service had there been a pilot so popular with every other pilot who ever knew him.

They recalled the day of the Dieppe raid when Morrison was shot down during an early morning sweep. He was a pilot officer then and had been commissioned only a few months before. His Spitfire had been hit and heavily damaged when he sighted an F.W.190, closed in, and shot it down with a short burst. But his aircraft began

to falter and he had to bale out. On his return Morrison told of spending the day in an Air-Sea Rescue launch, full of admiration for the men who go down to the sea in rescue craft. What he didn't tell was that twice he had dived overboard to rescue members of another launch that had been set on fire by attacking Focke Wulfs.

They made him a flight commander shortly after that. This young pilot, who had been a sergeant a few months before, went from P/O to F/L in one jump.

Then one day last fall, in the midst of a terrific melee with enemy fighters, Morrison was shot down—this time over France. He was in the middle of a battle, had destroyed an enemy fighter a few minutes previously, before he himself was hit. He reached the ground safely, though he was badly burned and one of his legs had since had to be amputated.

From his prison camp Morrison writes that he is recovering satisfactorily. And the men who know him best will tell you that rarely has a gong been more richly deserved.



Shown here are the pilot of an RCAF Spitfire Squadron, who flies the aircraft presented by the Corps of Imperial Frontiersmen, and two of the ground crew who look after it. Left to right: F/L T. I. "Ibby" Ibbitson, Radisson, Sask.; LAC W. J. MacDougall, rigger, Guysborough, N.S.; and Cpl. L-Askeew, fitter, Calgary. (Official RCAF Photograph.)

HERO PILOTS SAVE CREWS

F/Os Porter and Boyce Stay at Controls Until End

Oblivious of their own safety, two Canadian flying-officers, Halifax pilots, fought the controls of their aircraft, keeping them steady while their crews escaped with their lives.

F/O C. E. (Pat) Porter, Manson Creek, B.C., crashed with his plane over Hamburg on March 27, and F/O Bill Boyce, Vancouver, is officially listed as "missing." Both pilots were operating with the "Moose" Squadron.

In a letter to his mother in Port Hope, Ont., P/O G. J. Swenor, paid tribute to his late skipper, P/O Porter.

"We were brought down on March 27 on the return leg from Berlin. We were hit by flak and then a night fighter. The kite started to burn. Both escape hatches were jammed, so we had to chop our way out. Pat Porter could have got out himself.

"I was the last one out. Pat was too late, and he crashed with his aircraft. He is buried on the outskirts of Hamburg."

Other Canadian members of the crew who baled out and are now prisoners of war in Germany are:—Sgt. G. J. Lanteligne, wireless operator, Bathurst East, N.B.; Sgt. M. W. Bishop, flight engineer, New Mines, N.S.; F/S A. H. Taylor, rear gunner, Montreal.

The story of F/O Boyce's sacrifice was revealed in a letter written by one of his English crew-mates to his mother, "Bill saved the lives of the crew, holding the stricken aircraft until we were safely away. He can never be forgotten by any of us."

The only other Canadians aboard both baled out to be taken prisoners of war. They are Sgt. J. D. Gray, rear-gunner, Toronto, and W/O H. A. Tripp, London, Ont.

Extracts from the letters paying tribute to the two pilots were forwarded to W/C M. M. Fleming, Ottawa, commander of the Moose Squadron.

GOING ON LANCES

P/O V. T. Woods, of St. Felix de Valois, Que., and Sgt. J. Woods, of Westmount, Que., are completing over a year of instruction at an RAF gunnery school in this country and are looking forward to joining a Lancaster bombing squadron.

A third Canadian instructor at this school is Sgt. L. E. Bowerman, of Toronto.

CANADIAN FIGHTER UNIT SCORES 50TH VICTORY

Other Successes Emerge From Wing Sweeps Over France

The first Canadian fighter squadron overseas chalked up its 50th Hun aircraft after a sweep over Northern France on Monday by an all-Canadian fighter wing. Four members of the squadron shared in the kill; viz., F/L Ian Ormston, D.F.C., Montreal, F/O R. K. Hayward, St. John's, Nfld., Sgt. K. E. Woodhouse, Prince Albert, Sask., and Sgt. D. M. Wilson, Regina.

It was an old story for Ormston, the flight leader, who already has done a tour of operations and had a rest in Canada, but for the other three it was their first engagement with the enemy.

Took Turns

In Ormston's engagement each of the four members of the flight took successive turns at the F.W.190 and Sgt. Wilson followed the German down to within 50 feet of the ground, where the Hun burst into flames.

The section in which Bowker was flying started after two others which tried to outlive them.

"I fired at one from about 800 yards and then turned to the other," Bowker said. "I chased him for 10 miles and followed him right down to the deck." He saw strikes and then smoke pouring from the enemy aircraft. He broke off the engagement when the first Me.109 attacked him at about 200 feet altitude.

In two other sweeps over France last week, Spitfires of an RCAF fighter wing destroyed two Me.109s and badly damaged an E.W.190.

Because individual reports of the action were at variance, final credit for the kills was not established until the following day.

Now it is reported that F/L Deane MacDonald, D.F.C., Toronto, raised his total of enemy aircraft destroyed to eight when he parked on the tail of an Me.109 which had done a half-roll to get away. P/O Harry Dowding, Sinai, Ont., got in an angle burst before MacDonald finished him off.

The other Messerschmitt fell to W/C J. E. Johnson, D.S.O., D.F.C. and Bar, C.O. of the wing, bringing his total to 20.

S/L Charles Semple, Toronto, who 13 months ago was a

ONE OF THE "PHEW"!

Many a suggestion has floated around the City of Oshawa squadron about what to do when you miss the last bus to the station. Least popular is the way out chosen by LAC Cliff Stockwell, Cottam, Ont.

"Curling up in a telephone booth isn't so bad," he claims. "It's a great feeling in the morning to open the door. The fresh air is just like a case of orange juice."

sergeant-pilot in the squadron he now commands, damaged an F.W.190 in another sweep over France.

F/L MacDonald was leading the Wolf squadron in the sweep during the short leave of his friend, S/L Hugh Godefroy, D.F.C., Toronto. For months the two had alternated in leading one another by a single score. Now MacDonald has pulled ahead with eight to Godefroy's six.

BENNETT BRINGS BOMBED BOMBER BACK TO BASE

Singed and Frozen Crew Have Hard Return Flight

From the heat of the blazing interior of a Halifax, through the sub-zero cold of high altitude clouds, F/O Gord Bennett, Winnipeg, and his crew brought their four-motored bomber back to base after helping Canada's Goose Squadron in the recent bombing of Gelsenkirchen.

Previously damaged by flak, the Halifax was struck by eight incendiaries from other Allied aircraft, flying at higher altitude, just as bombs were being dropped. Four of the fire bombs struck the centre of the ship, starting a blaze which took 15 minutes to subdue.

Limping home with holes in the fuselage, large enough to fall through, minus lights, petrol gauges, electrical system, heat or hydraulics, F/O Bennett set the outfit down on an airdrome in southern England.

DINTY MOORE OBTAINS G.M. FOR HEROISM

Pulls Unconscious Gunner From Burning Bomber After Crash

IS NOW RECOVERING

As soon as F/S Delbert "Dinty" Moore is well again he is coming to London to receive his George Medal from the King.

He was captain of an aircraft which crashed with a full load of bombs and petrol shortly after becoming airborne. He was knocked unconscious but came to in time to climb out of his burning cockpit.

"Dinty" immediately looked around to see if the crew were all safely out of the wreckage. One man was missing. So he went back through the wall of intense heat and a barrage of exploding ammunition and found the mid-upper gunner wedged in the fuselage unconscious.

Calls for Help

Up to this point the Canadian skipper was practically unscathed, but in trying to get the gunner out both his hands and his face were burned. Unable to manage the heavy body by himself he went out and called for help. A New Zealand sergeant, the rear-gunner, the only other member of the crew who had suffered only minor injuries, came running to help his captain. Between them they managed to get the English gunner out of the aircraft, but Moore was again burned about the face and hands.

Though nearly exhausted by their efforts, the two men carried their unconscious crewmate to safety. In doing so they had to lift him over a fence and carry him across a wide ditch. Then for an hour they waited until help came.

The cold March air struck Moore's burns, but in spite of intense agony he did what he could to keep up the crew's spirits.

He is now in hospital and is making a complete recovery.

The bomber crashed when Moore was unable to keep her up after taking off from a short runway in the face of only a light breeze.

"I saw the ground coming up, and just had time to throttle back and pull the stick back, then I don't remember anything else until I woke up and found that I was lying across the throttles and the aircraft was on fire," said Moore. "I reached for the escape hatch cover overhead, but it was gone. The cockpit roof had been blown off. So I climbed out and jumped to

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After the blaze, the riddled aircraft flew through dense cloud at a temperature of 13 degrees Fahrenheit and all crewmen, including five Canadians, suffered from frost bite.

Of the three crew members who fought the blaze, two Englishmen and Sgt. Gus Davies, Halifax, F/O Bennett said: "The boys did a magnificent job and I never thought they'd stop the fire in time. Our mid-upper gunner, Sgt. Vern Joel, Vancouver, was getting a bit worried because he was trapped in his turret and could see the flames licking up right underneath him."

Every-time the fliers touched the side of the aircraft they received shocks from short circuits. When the wireless operator attempted to repair the lighting system his hair was singed by a streak of blue flame.

On the return journey, P/O Bill Baker, Ottawa, navigated the plane without the use of charts, maps or lights, and in the words of his skipper, "was just like a homing pigeon."

WINGS ABROAD

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EDITORIAL

WOMEN'S DIVISION

By F/O FRANCES DOUGLAS

VERY shortly the Women's Division will celebrate its first anniversary of arrival overseas. Most of the original drafts "old reliables" are still at Headquarters, well accustomed to the ways of London, and a tower of strength to newcomers.

Living in Britain these many months, they have not been able to see the widening scope of their branch of the service in Canada. Since their departure squadrons of airwomen have gone into every S.F.T.S., B.G.S. and Wireless School of the Air Training Plan there.

With the exception of that first small draft of office workers, the RCAF overseas has had to get along without them till February of this year, when detachments of other trades began arriving for duty with Bomber Group.

Slowly but surely they are fitting into the new life of a station in Britain. It may be strange at the start, but Canadian airwomen are adaptable, and the old pioneer spirit holds good.

WEDDINGS

BUCK-NISEET.—Sgt. E. C. Buck, of Toronto, and ACW I. A. Nisbet, of Belvedere, Kent, were married on Saturday, July 10th, at Belvedere. The couple spent their honeymoon at Torquay.



INDIGESTION? -no thank you! Two Moerland Tablets are all you need in order to enjoy your meals without fear of gastric trouble.

EVEN FOR ERKS IT'S A LOVELY WAR

Native Bearers Ease White Man's Burden: Wash, Darn, Haggle Almost Like a Wife

"Bearer!" From Bombay to Chittagong, from Karachi to Trichinopoly, throughout the length and breadth of India, and down into Ceylon, you hear that cry a hundred times a day.

For in India, bearers, as native servants are called, come cheap and veterans in this theatre will tell you that it's a positive saving of money to hire a bearer. Salaries vary considerably from place to place and have jumped about 500 per cent. since the war, but on the average a bearer gets about 30 to 40 "chips" or rupees a month, which runs about 10 to 13 dollars in Canadian money.

An Indian bearer is pretty much of a general factotum. He will wash your hair, book theatre tickets, sew on buttons and darn socks, send out your laundry, fan you when the heat is close and humid, serve your meals, shine shoes and buttons. A personal bearer is your surest precaution against being overcharged by the native merchants.

where you can get new ones that you are smartly turned out cheap; and he will make certain at all times. Bearers take a



This is Ali Mohammed, the bearer attached to F/L Ken Wright and F/O Cec Southward, RCAF public relations officer and photographer respectively, who are covering RCAF activities in the Far East.

personal interest in the appearance of their masters.

Your native bearer is usually newly christened when he enters the service of some officer or airman. Indian names are often tongue-twisting, and so many of them are called Ali that confusion tends to set in.

Bearers do not as a rule carry anything. On a journey with his master, a bearer will hire a porter to carry the baggage, his own included. But when you travel, it's wise to take your bearer along. He will travel in a special servants' compartment and at way stations where you couldn't even find a glass of water he will pop up with a steaming cup of tea.

He will keep your thermos filled with reasonably pure and cool water and make up your bed at night. (On Indian trains there are no sleeping cars as such. You carry your own bedroll, sheets and blankets, and open it out on the seat.)

The White Man's Burden weighs lightly—even on LACs—in India, and many a wife or mother may find her Johnny making unheard-of demands for service when he comes marching home.

CASUALTIES

KILLED IN ACTION. W. B. Gibbs, F/O, Bisbee, Ariz.; R. W. Haven, F/O, Brockton, Mass.; J. MacL. Hogg, F/O, Sherbrooke, Que.; W. W. Nichol, F/O, Bateman, Sask.; C. L. Stevens, F/O, St. Mary's, Ont.; S. G. Cleveland, Sgt., Chester, N.S.; J. McA. Mann, W/O, Calgary.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW BELIEVED KILLED IN ACTION. C. P. Cushing, F/S, Montreal; W. Linwood, F/S, Saskatoon; H. D. MacPhree, F/S, Debert, N.S.; J. T. Ratcliffe, F/S, Edmonton; A. D. Walker, P/O, Toronto; A. C. Yates, Sgt., Gids, Alta.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. J. D. Alley, F/S, Port Arthur, Ont.; J. W. D. Campbell, F/S, Cambridge, Ont.; W. E. N. Field, F/S, Montreal; W. H. Gardner, Sgt., Windsor, Ont.; W. C. Gibson, F/S, Winnipeg; J. W. Hough, P/O, Clark, Ont.; H. Kirkpatrick, P/O, Toronto; N. L. Laing, P/O, Toronto; D. B. McGrath, W/O, Winnipeg; W. J. A. McLachlan, Sgt., Spokane, Wash.; W. L. Mackay, Sgt., Niagara Falls, Ont.; W. L. Nickerson, F/S, Sackville West, N.B.; D. B. Pearce, F/S, Toronto; F. G. Peabody, Sgt., St. Catharines, Ont.; J. P. Peterson, Sgt., Milroy, Minn.; W. T. Sargeant, W/O, Toronto; M. A. Schofield, F/S, Gasperau, N.S.; W. L. Scott, P/O, Sackville, N.S.; F. W. Stewart, Sgt., Comox, Que.; W. Tait, F/S, Toronto; J. A. Thompson, Sgt., Toronto; D. L. Yarkel, F/S, Bengough, Sask.; F. N. York, Sgt., Montreal; A. Yankoski, Sgt., Binscarth, Man.; L. M. Beaumont, P/O, Prince Rupert, B.C.; R. T. J. Collette, Sgt., Montreal; C. D. Dixon, Sgt., Pendleton, Ont.; W. MacM. Fraser, P/O, West Vancouver; B. L. Cohn, Sgt., Lytton, Sask.; G. C. McDonald, P/O, Sackville, N.S.; D. Matheson, Sgt., Toronto; P. C. Omlyianowski, Sgt., Windsor, Ont.; R. N. Parham, Sgt., Toronto; G. Scott, W/O, North Bay, Ont.; R. P. Shillington, Sgt., Trup Hill, Ont.; P. O. Harris, Sgt.; J. E. Wilkes, P/O, Toronto; K. J. Aronson, Sgt., Mazenod, Sask.; E. T. Hunkins, Sgt., Trup Hill, Ont.; D. A. Macaulay, Sgt., Badjeros, Ont.; N. McE. Moore, W/O, Augusta, Ga.; J. L. Roach, F/S, Bowmanville, Ont.

MISSING, BELIEVED KILLED IN ACTION. W. H. Bowden, Sgt., Ormstown, Que.; G. L. Gerding, Sgt., Pandora, Sask.; E. C. Hamann, P/O, Vancouver; O. J. Harrold, Sgt., Ericson, Man.; L. W. Jones, F/O, Montreal; T. Lalonde, Sgt., North Bay, Ont.; W. T. Lane, P/O, Sudbury, Ont.; L. D. McEwen, Moose Jaw, Sask.; J. A. McEwen, Sgt., Bluffton, Alta.; A. Kew, Sgt., Montreal; W. E. O'Halloran, Sgt., Truro, N.S.; J. Palmer, F/S, Prelak, Sask.; R. L. Rattelle, Sgt., Montreal; W. A. Simnett, Sgt., North Bay, Ont.; L. A. Stinson, P/O, Winnipeg; R. C. Weedy, Sgt., Vancouver; H. D. R. L. Campbell, D.F.C., A/S, Regina.

MISSING. R. L. Baumsarten, P/O, Portage La Prairie; R. J. Bryans, P/O, North Battleford; G. A. Calder, P/O, Regina; J. Fox, Sgt.; O. M. Cornish, F/O, Vancouver; R. T. Crimmins, Sgt., Gallera, Ill.; L. A. Dingley, P/O, Portland, Maine; P. O. Esher, Sgt., Sherbrooke, Que.; K. L. Garman, Sgt., Republic, Kan.; H. S. Gilm, F/O, Winnipeg; A. E. Hatch, Sgt., Verdun, Sask.; G. C. Hildreth, Sgt., Saltfleet, Ont.; W. H. Hill, Sgt., Saskatoon; A. F. Hoppley, Sgt., Toronto; T. F. How, Sgt., Toronto; P. G. Kelly, Sgt., Guelph; E. E. Lundy, Sgt., Toronto; A. F. McCoy, Sgt., Toronto; C. W. McKim, Sgt., St. John, N.B.; G. A. McMillen, W/O, Antler, Sask.; W. E. Mann, Sgt., Regina; D. S. Mitchell, F/S, Halifax; W. O. O'Brien, P/O, Winnipeg; W. N. Partridge, Sgt., Bestville, Ont.; H. B. Rute, P/O, Kansas City, Kansas; H. C. Sale, F/L, Penzance, Ont.; H. A. Tennis, P/O, Hardisty, Alta.; J. A. Thomson, Sgt., Toronto; J. S. Veise, F/S, Collingwood, Ont.; W. Wahl, P/O, Kelowna, B.C.; S. L. R. Whitehead, Sgt., Clarendon, Alta.; J. C. Archer, Sgt., Toronto; F. G. Baker, F/S, Walkerville, Ont.; V. G. Boucher, Sgt., Montreal; W. E. Douglas, Sgt., Balcarres, Sask.; C. W. Ellard, Sgt., Mortlock, Sask.; R. D. Fraser, Sgt., Winnipeg; F. A. Garbar, Sgt., Hamilton, Ont.; J. Carlowitz, Sgt., Hamilton, Ont.; J. Cedak, Sgt., Estevan, Sask.; A. L. Grant, P/O, Minnedosa, Man.; A. L. Jones, F/L, Toronto; J. P. Keating, Sgt., Guelph; J. R. Keeping, Sgt., Melville, Sask.; H. G. T. Kivins, Sgt., Howard, Sask.; H. C. MacNeil, P/O, Victoria, B.C.; N. S. G. Madge, P/O, Winnipeg; G. J. McCashen, F/S, Markinch, Sask.; K. H. Masterson, Sgt., Galt, Ont.; H. E. Metcalfe, Sgt., Glace Bay, N.S.; W. Morry, Sgt., Montreal; D. C. Nault, Sgt., St. Pierre, Man.; W. G. Pepper, Sgt., Riley, Alta.; S. B. Pettigrew, P/O, St. Lambert, Que.; D. Pratt, F/O, Willow Brook, Sask.; L. A. Rivest, F/S, Montreal; H. A. Sheehan, Sgt., Vancouver; L. S. Sutherland, Sgt., London, Ont.; W. Thompson, Sgt., Sealandia, Sask.; H. E. Wagner, P/O, Long Island, N.Y.; N. J. Waters, F/S, Lipton, Sask.; F. A. Wile, P/O,

ANAGLYPH, NEW WORD, SPELLS GLOOM IN REICH

Three-Dimensional Photos Show Bomb Damage To Nazi Centres

Vast extent and razor precision of the devastation that has been visited on the Ruhr and other German industrial centres is clearly shown in an exhibition of stereoscopic aerial photographs displayed early this week in the recreation room at RCAF London Headquarters.

The photographs, which give a startling illusion of depth when viewed through red and green filters, are known as anaglyphs. Enlarged to four feet square, brightly illuminated, and tinted by expert technicians, they demonstrate the high effectiveness of our area bombing at Cologne, Essen, Wilhelms-haven, Nuremberg, Kassel, Rostock, Berlin, Kiel, Stettin, Dusseldorf, Wuppertal and the Mohne and Eder dams.

Anaglyphs are made by combining two views, from slightly different angles, of the same area. Seen through the two-colour eyepiece, they dispel all doubt about the success of the bomber offensive and, incidentally, explode the much-repeated Nazi claim that our bombers destroyed Cologne cathedral during last month's raids. These are the largest photographic plates ever made.

Realism of the pictures is heightened by familiar details such as trees in the parks, pedestrians and motor traffic in the streets, tram lines and railroads standing out sharply in lifelike three dimensions. Great bomb craters, bare skeletons of factories, houses with the roofs torn off, are everywhere.

Outstanding among the pictures are those showing the breaching of the Mohne and Eder dams. Reconnaissance photos taken before the raid show the reservoir, power-house and anti-torpedo nets, with gun barrels protruding from the crown of the dam. Views after the raid show the water-level greatly lower, a gaping hole in the face of the dam, one cluster of guns knocked off completely, and the protective net coiled on the beach below the man-made waterfall. At Mohne the power-house is utterly erased, while at Eder the power-house is intact, but the water level has dropped so low that the power-house cannot be operated.

Before and after views of Kassel show rivers and lagoons blotting out streets and squares as the flood waters rise. Another outstanding picture shows the docks at Kiel after a precision raid by Fortresses of the USAAF. Two 740-foot U-boats have turned turtle from the force of the blast and lie helpless on their sides like dead whales.

FIGHTER WING MEN GIVEN PROMOTIONS

F/O Norman Fowlow, of Windsor, N.S., a pilot in the Wolf Squadron, has been promoted to flight lieutenant and given command of a flight in the Red Indian Squadron of the Canadian Fighter Wing. Fowlow served in Malta before returning to Britain to fly with the Wolf Squadron. Since the Wolf Squadron has joined the Canadian Wing, Fowlow has destroyed three enemy aircraft.

EXTEND INVITATION TO MASONS IN RCAF

An invitation has been extended to all Masons in the RCAF to attend the Installation meeting of Canada Lodge, which was formed as a home for Canadian Masons resident in the United Kingdom and those temporarily here as well.

It is hoped that the Grand Master, Rt. Hon. the Earl of Harewood, K.G., G.C.V.O., D.S.O., will be present at this meeting. Although details of time and place have not yet been decided, Masons in the Service are asked to communicate with Mr. Willis C. Cooper, Secretary of Canada Lodge, Gillette Corner, Great West Road, Isleworth, Middlesex.

FLY FEVER

It Shouldn't Happen to a Sprog

By F/S R. J. BLOOM

I must be flown to the Ruhr again, To the busy Ruhr and the Rhine, And all I ask is a good trip, And a chance to shoot a line. Oh, I feel sick from the night before, And my nerves are shaking. There's a grey mist before my eyes And my head is aching.

Oh, I must go down to the flights again, For the call of a Hally ride Is a wild call and a queer call That cannot be denied. And all I ask is a coffee flask That's not too trying, And a piece of gum and a shot of rum And the Hally flying.

Oh, I must be flown to the Ruhr again, To the operational life, Where the cones spray and the fighters play, And the flak's like a butcher's knife. And all I ask is a dirty yarn From our screwy second dickie, And that great potato at interogation That acts just like a "mickey."

Editor's Note.—The poet laureate of the Halifax squadron who sent the above poem along includes his apologies to John Masfield and other members of the Merchant Navy. The title of a forthcoming ditty will be, "I'm going back to that flak happy pappy of mine."—O.K., chum, it's over to you, over.

COMMISSIONED

It is announced by RCAF Overseas Headquarters that the following airmen have received their commission as pilot officer:

- Pilots.—R. G. Bell; H. M. Compton, Woodroffe, Ont.; D. P. Gaudin, St. Laurent, P.Q.; J. A. W. Trist, Winnipeg; J. T. Field, Vancouver; I. P. T. Geoffrey, Montreal; J. W. Kennedy, Dawson Creek, B.C.; C. Rhind, Edmonton; W. R. R. Savage, Guelph, Ont.; O. A. O'Leary, Ottawa; H. S. Wells, Galt, Ont.; R. W. Mills, Noya Scotia; C. E. Parnell, Toronto; D. E. Low, Kamusk, Sask.; T. B. Michael, Ladysmith, B.C.; K. G. Learn, Togo, Sask.; J. E. Pully, Revelstoke, B.C. Navigators.—W. Cohen, Montreal; P. W. Partridge, Stratford, Ont.; W. A. DeBardeleben, Fairfield, Ala., U.S.A. Navigators "B".—A. M. Rothwell, Regina; E. Brant, St. Catharines, Ont.; W. M. Watkins, Hamilton; R. J. Williams, Foster, Que.; W. C. Gunn, Medicine Hat, Alta. Air Bombers.—I. J. MacSwan, Port Dalrymple, Ont. Radio.—E. N. Murphy, Dunnville, Ont.; E. C. N. Kent; F. L. Moe, Vancouver; L. M. Clark, Georgetown, Ont. Air Gunner.—G. B. Whyte, Battlecreek, Mich. Flight Engineer.—H. J. Anderson, Hamilton. Radios.—W. Stott, Victoria, B.C. Educational.—E. C. Spencer, Frelingsha-burg, Que. Equipment.—W. H. Odell, Wetaskiwin, Alta.; L. A. Thomas, Toronto.

PAY POSERS

Question.—What are the rules governing dependants' allowances, if I get married in the United Kingdom?

Answer.—RCAF officers and airmen who get married in the United Kingdom are entitled to claim dependants' allowances at RCAF rates, except in cases where the dependants are serving in the Canadian forces. In order to initiate the necessary documentation and make the final award, applications in letter form accompanied by the marriage certificate (original) and a reference to the entries in unit personnel occurrence reports, or, preferably, a copy of the relevant personnel occurrence report, should be forwarded through your accountant officer to the RCAF United Kingdom Base Accounts Unit.

In the case of airmen who get married and wish to qualify for dependants' allowance, Form A.53 should be submitted in duplicate showing the effective date of assignment as the first of the month following the date of marriage. For airmen who get married, assignments of pay to their wives are compulsory.

When assignments are put into effect, unit accountant officers will be informed as to the necessary alterations in Part II of the service and pay book, in respect of the net fortnightly entitlement of pay of the airmen concerned.

VETERANS OF 27 OPS. ON "CON" UNIT STAFF

Twenty-seven times they flew as a crew in raids on every major target in Germany. Now, as staff instructors at a conversion unit in RCAF Bomber Group, these five men are teaching other young flyers the "know how" of handling four-motored bombers.

The five: P/O J. J. McGavock, D.F.C., Winnipeg, F/O Vic Rolfe, D.F.C., Windsor, Ont., F/O G. F. Ruddock, only RAF man in the crew, P/O C. G. Kerr, Campbelltown, N.B., and P/O T. A. Newman, Vancouver.

The unit, where crews from two-engine Wellingtons learn to fly four-engine jobs, is commanded by S/L F. W. "Sparky" Parker, D.F.C., Winnipeg. Another member of the staff is F/L A. L. Avant, D.F.C., Hughson, Sask.

F/L Avant did a tour of ops. with a RAF squadron and had his narrow escape when he was badly shot up during a raid on Nuremberg. He managed to bring his kite back safely.

CREWED UP AND READY

Prior to coming overseas Sgt. W/AG Eugene Olivier, of Coniston, Ont., flew with a torpedo bombing squadron in Canada. He's now crewed up with F/S Pilot Rodney, an Easterner, and Sgt. Observer "Jimmy" Jobe, Dartmouth, N.S.

Eugene flew with Rodney in Canada. The boys expect to be posted soon—together they expect.



It Shines in the Services NUGGET MILITARY TAN SHOE POLISH. The following air crews are completing their training at a Wellington A.F.U. and will be going on bombers. They are all sergeant pilots. "Duck" Sayeau, Cardinal, Ont.; Johnny Artyniuk, Edmonton; Don Souter, Calgary; Ed Armstrong, Regina; Charlie Fillion, Montreal; Fred Fawcett, Winnipeg; Wade Tynon, Vancouver; "Coff" Coffman, Winnipeg; "Butch" Bowler, Winnipeg; and Jack Ward, Winnipeg.

SHORT SQUADRON FLASHES

PAY TABLE CRUMBS

LATEST reports indicate that F/L "Pied Piper" Seidel may shortly sport a new badge, "rats" rampant with cheese motif. Frank's latest gadget is the use of over-sized flypaper placed in strategic corners. F/S "Fiddler" Morrison still wants a new fiddle, claims that he fiddles around in a better-class pub these days; any offers? Boy, oh, boy, can't "Whip it into youse guys" Sulker put over a spiel; come around any morning, you'll find out.

We are all pleased to have F/O Hayes back with us again after a long stay in hospital; and speaking of hospitals reports have it that Sgt. Hotson, of the Tavistock Hospitals, our jovial N.C.O. l/c Orderly Room, is just itching to get back on the job. Best of luck is extended to LAW Brant, who has recently been posted to Headquarters. Their gain, our loss, especially LAC Dee's.

Amongst the officers, promotions are the order of the day. Just look at these new flight loozys: McCreary, Brownlee, Parsons and McGill will all be sporting a second ring. Also our popular W.D. officer, A. S. O. Reynolds, has now got her wide ring on display. Best of luck to all of you.

R.C.A.F. OFFICERS' UNIFORMS

MADE TO MEASURE IN TWO DAYS

Hadaway's

ABOVE MIDLAND BANK
133 REGENT ST
LONDON, W.I.
REGENT 3438.

ALSO STOCK UNIFORMS

THEY DID IT!

By F/L BARNEY RAWSON

RECENTLY, at the Sergeants' Mess party, we celebrated the completion of the squadron duties of four of the better types of the squadron. "Auld Lang Syne" was sung for our New Zealander, W/O "Ken" Kennedy, F/S "Pop" Heyes, Sgt. Lewis, both of the RAF, and for Sgt. "Glamour" Monty, of Montreal, on the occasion of the completion of their tours. A fine show, lads!

Also seen at the party were Sgt.-pilot Stew Bruce and his brother, P/O Earl Bruce, down seeing how a bomber station works. Both the lads hail from Calgary. W/C Piddington, of Victoria, B.C., was there getting the gen on these affairs, for as C.O. he has to look after the boys—that's one time it isn't too bad a job.

There is another new gong around these days, proudly displayed on the spacious chest of G/C Carscadden. Congratulations to you, Sir!

F/L Bob Feller, Ottawa, just back off a spot of leave himself, so you would think he'd have known better, asked S/L Dave French if he was going to the party. Mr. French wanted to know if there would be any drinking at the affair, and when he received a very definite affirmative, replied, "No, sir, I'm going to my bed." The statement has been confirmed by usually reliable sources.

The Padre, F/L Lowrey, of Winnipeg, is now installed in his new office in the renovated crew room. That puts him and F/L Roney both handy to the fellows. The new appearance of the crew room is due in no small measure to the work of Sgt. Pilot Bill Hingston, of Montreal. A very fine bit of work, Bill.

The onus of looking after the big job of keeping the kites all on the top line now falls entirely on the shoulders of F/S Bridger and F/S Scard.

We hear that a certain senior officer wants to take over the column for a week—for my own sake I wouldn't do that even for Mr. Chips!

GROUP H.Q.

Women's Division

CASUALTIES are mounting daily in the mess, the latest being Cpl. East who came out second best in an argument with a mincing machine and lost part of one finger. A stitch in time saved the second one. LAW Wiseman is also displaying bandages on her hand and so is LAW Robinson, who got hers badly scalded.

Then there is the sad story of two little girls—newcomers to this country and these parts, who were brought up to believe in those fairy tales about castles with dungeons, torture chambers and vague beings who rambled around in the gloom with their heads tucked underneath their arms. What we mean to say is that these two, when their time came to go on the graveyard shift, cracked under the nervous strain. Tearfully they implored the S.P. at the door to escort them through the awful passages. But he, being an S.P. and fully conscious of his duty, stuck to his post. So, with no alternative left, our pair of WDs crept hand in hand through the dark corridors—hearing rats and seeing ghosts in every shadow—but they finally arrived, in tears, and thoroughly convinced that this is a hard, hard war we're fighting.

Cpl. Daphne Smithson, an original member of the "Jeeps," returns to the M.T. section after an absence of several weeks, during which she was attached to a station. "Clem," looking her best with a new perm. and a leave pass in her wallet, is heading south this week to meet a soldier. "Clem" is sometimes known as LAW Dorothy Clemens, Toronto, and belongs to the "Jeeps" as well as the M.T. section.

P.O.W. WANTS LETTERS

Sgt. A. E. Parr, who is a prisoner of war in Germany, would like to hear from his friends in Britain. His address is: R.104771, Sgt. A. E. Parr, Canadian Prisoner of War 27146, RAF, M. Stammlager VIII, Deutschland (Allemagne).

GOODBYES AGAIN

By CPL. J. F. CUTLER

AFTER all the months that have passed babying the ground crew F/S "Crommy" Crompton shakes hands with the boys and bids them adieu and goes seeking greener fields; with him goes Sgt. Roy Burgess, of Victoria.

The gen men of our air crew family, the likeable Spy, F/O H. C. Lyle, Winnipeg, now promoted to Flight Looie, closes the squadron scrap book hoping that someone will keep it going and leaves us to take over a new job. LAC M. A. Garnett, Hamilton, Ont., also packs his grip and goes on his way to parts unknown.

A lot of water has passed under the bridge since F/S Gordie Simons, London, Ont., first came to the outfit, but after a long haul he's right on top of the ladder. Congrats. from all on the crown and the new job. Six new rookies are welcomed into the air crew family: P/O W. J. Simpson, Edmonton; W/O C. S. Hamilton, Oshawa, Ont.; Sgt. H. D. Clarke, Kentville, N.S.; Sgt. H. Dubnick, Manitoba; Sgt. D. G. Smith, Bridgewater, N.S.; and F/S J. R. McRae. Howya fellows, make yourselves at home and make the best of it.

F/L W. F. Mason, Smith Falls, Ont., and P/O R. M. Cook, Milton West, Ont., shake hands across the table and are awarded the order of the irremovable finger. You ask them why.

F/O H. MacDonald, Sidney Mines, N.S., F/O O. M. Linton, Walsley, Sask., F/O D. F. Prentice, Saskatoon, and F/O J. L. Campbell, London, Ont., have managed to buy a limousine. With such an object, a car if you want to call it that, transportation problems are solved, and "Mac" MacDonald finds himself a nice new setup.

ANNIVERSARY PARTY

By LAC DON SCOTT

HEADLINE news of the past week was, of course, the squadron anniversary party, which in any man's language was quite a "do." Recollections of same are just a bit hazy, due to the fact we were suffering from indigestion at the time (something we 'et). LAC Dick Lewis, Souris, Man., and the squadron orchestra provided a neat hit on the musical end of things. Just who looked after the giggle juice side of the story isn't too clear. S/L Art Lawrence, Bowsman, Man., and P/O Phil Dalton, Westmount, Que., gave the impression they were looking after both sides of the bar. Cpl. Johnny Parks, Rocanville, Sask., was really terrific doing a combination tango and Highland fling. P/O "Andy" Anderson, Winnipeg, led the vocal section with that all too familiar "Basso Profundo," aided considerably by P/O Hal "Oh, don't the money roll in" Ladbroke.

The fashion parade that night was headed by the E.O., F/L Bill Snelgrove, Montreal, and F/L "Doc" Patee, Toronto, wearing the latest in the haberdashery world. Sgt. "Chuck" Owens, Drumheller, Alta., could also be seen (off and on) setting another new style in clothing circles.

F/S "Porky" Edwards, Lethbridge, took his Saturday night bath in a slightly different way that eve, via a static tank. "Is my hair wet?" was all he had to say when rescued. So, as everyone agreed, it was really a night to be remembered.

Second only to the anniversary "do" was a farewell stag thrown in the local for three of the boys by Signals Section. The "postees" were LACs Bob Battelino, Winnipeg, Ernie Fulton, Biggar, Sask., and Bob Stewart, Belleville. Some faces are going to wear that familiar old shade over 'em when a set of pictures, taken that night, circulate.

Headquarters staff suffered during the past week with the posting of our genial adjutant, F/L Bill MacLean, and LAC Vic Heath, both from Toronto. Vic will be remembered as the squadron's "mother." Always a "Fruit-Crush" addict, he certainly spared no efforts in reforming the boys, but with little avail. So good-bye and good luck to you both.

Also on the "Posted Out" list during the past week were F/L Ross Currie, Regina F/O Russ Rivers, Kitchener, Ont., LAC Tommy Reeves, Hamilton, LAC Joe Savard, Montreal, and on the "Posted In" LAC Joe Bachtan, Montreal.

Squadron Scrappings.—Congrats. to the adjutant, F/L Bruce Allerton, Holyburn, B.C., on his promotion. LAC "Jeep" Wright, looking really like his old self, now that the plaster cast is off his leg, celebrated by hopping off on a few days' leave. LAC Charlie Trotman, Winnipeg, back from leave at Edinburgh, settling down, he says, in preparation for that "happy day."



Looks like these two airmen have found the answer to the leave problem. LACs Larry Froud and Will Stone enlisted together and both managed to spend their leave together at scenic Loch Lubnaig in Perthshire, Scotland.



WHEN Johnny Canuck puts away his books for the last time the urge to go out and see the world beats strong within him. Many boys did hop a freight and work their way to England on a cattle boat. Many joined the RAF. Cpl. Andy Bodrug, of Saskatoon, is one who did both.

In December, 1938, he was down in Montreal trying to pick up a boat to England. His first try met with failure. He spent three days in the coal bunkers of a freighter and then gave himself up. He was promptly put on another ship and ended up back in Montreal. On his second try he again hid in the coal bunkers of a passenger ship. Down there in the darkness, determined to succeed, he stayed and stayed and stayed. Pitch dark, his luminous watch gave him the time but not what day or night it was. After a long time he gave himself up and discovered he had been with the coal for five days. He was the ship's first stowaway and was well treated.

Andy tried to get in the RAF as a pilot, but was refused. He enlisted as a wireless man instead. That was in May, 1939. He kept bothering the authorities for air crew training and finally succeeded. He's now on his way to train as a navigator. Evidently torpedo squadrons based on Malta have done a good job. They were supposed to keep the Italian navy in harbour, and anybody but an Italian knows the Italian navy is stuck there. Sgt. W/AG Ralph Cope, of Drumheller, Alta., has just returned from that theatre. He was with an RAF Wimpy torpedo bomber squadron at Malta.

More than once Ralph has been out with their squadron to watch them raise Hades with convoys moving from Sicily to North Africa. In short, he has been out 37 times, which to you air crew guys means 37 ops.

Out in Malta Ralph flew with such boys as Sgt. Bob Quinn, Winnipeg, and Calgary; F/S (now P/O) Al Millen, Toronto; Sgt. "Chick" Loudon, Glace Bay, N.S.; and was under flight commander F/L Harry Dunkersley, D.F.C. and Bar, of Powell River, B.C.

Sgt. Observer I. A. Korman, of Noranda, Que., has just finished his time at a RAF Whitley O.T.U., and is now converting to Halifax bombers. He is accompanied by F/S Bob Gray, of London, Ont.

Just Chatter

For the information of those who might be concerned here is some dope about some of the boys re their progress in the Air Force.

Right now Sgt. Pilots Albert Cook, of Saskatoon, and Sgt. Pilot Vince Dunnigan, Ontario, are attending A.F.U. on Oxfords. F/S Pilot "Slim" Murray, of Vancouver, has just finished O.T.C. and is converting to bombers at an RAF unit.

Sgt. W/AG Felix Walla, Gravenhurst, Ont., and Sgt. W/AG D. S. "Doug" Smith, Brandon, Man., are down on 18 days' leave in London. Both are with an RAF Beaufort O.T.U.

Sgt. Pilot Will Cheropita, Yorkton, Sask., is finishing O.T.U. on Beaufighters and will soon go on ops. Sgt. Neil Dalton, N.S., and Sgt. Jack Dunn, Winnipeg, have a few weeks to go yet at the same O.T.U.

F/S Jimmy James, Vancouver, has finished at a Beaufighter O.T.C. He came down on leave with Sgt. Joe Temple, of Toronto.

FUN AND GAMES

By CPL. M. J. SEELEY

ANY similarity between the person you saw at the Goose Squadron Party last week and yours truly the following day was purely coincidental! It was indeed a wov of a "do" though, wasn't it, fellows? The occasion was when Winco "Tiny" Ferris, D.F.C., and his fellow air crew mates were the hosts of the ground crew men and station WAAF's at a lively party and dance in the mess.

F/L Paddy Reynolds, the squadron's much-gonged veteran (D.F.M. and D.F.C.) and its present Signals Officer, organised this successful get-together of the lads, and saw to it that there were plenty of full kegs always on tap, sandwiches to munch in between times, and music.

A few casualties resulted from the evening's operations, but none were serious. Officers and men new to the Goose Squadron soon began to realise just what made this second oldest Canuck bomber squadron overseas tick; while the old timers, somewhat sadly reduced in numbers, managed to out-do even the Anniversary Dance in the old "Corn Exchange" of last year.

Among guests present were a gay lot of V.A.D.s from the Blood Donors Clinic, Nursing Sister "Kit" Kitchatley, of Ottawa, the station's only Wid Officer, who is queen of the Station Hospital, G/C J. R. Plant, our newly arrived Station Commander, whom the boys all met on last week's surprise parade, S/L Janin, the Station Admin. Officer, S/L Hutton, our former Squadron M.O., and many others.

The stock of squadron "esprit de corps" jumped fifty points after the party, and despite the morning after, everyone was happy about the whole thing. On behalf of the men of the squadron we wish to reiterate our thanks to the air crew boys for having treated us so much like fellow-Goosemen, down to the last honk!

It Was Free, Too!

The station was treated to a really gala and typically Canadian show last Monday, when Leslie Abrahams and his All-Canadian Army Review presented "Forage Caps" before a capacity crowd of appreciative airmen. It was a great show, and airmen throughout Britain will certainly wish to thank the Canadian Army authorities.

Lt. Jack Hay, of London, Ont., of the R.C. Dragoons, was in charge of the unit, which although on detached entertainment duty, still has to undergo extensive training between itineraries. Algie Abrahams, from Peterboro, Ont., is the producer of the show, and among his entertainers are Jack Phillips, of Calgary, and Eddy Fraser, of Jamaica, both "female impersonators." Dick Murray, of Montreal, actor, "Tiny" Fred Wilson, of Stratford, Ont., as "Baby Snooks," and as another female impersonator, George Simpson, Montreal, singer, and Wally Brennan, a comedian, and an old team-mate of "Abbott and Costello."

Following the show, which attracted the largest crowd ever to turn out on this station, John Banfield, the YMCA supervisor under whose auspices the show was put on, entertained the men of the company at supper in the Y.

FOX HUNTING WITH ANANIAS

To both our readers we extend our apologies for falling to meet the past few editions, and plead forgiveness on the grounds of a most enjoyable leave and general exigencies of the service.

In common with a lot of other people we've been Brest-ing the waves on our nights off from the Happy Valley and have had a hand in such "do's" as Cologne and Aachen, which the French call "Ax the Chapels" or some such thing.

Now all you laddies step back a bit and we'll drag in Mac for an introduction. Fellows, meet S/L McKay; Mac, meet your public. S/L McKay is our "B" flight commander and Wimpy gen man. Very quiet type, our Mac, but when he does let one fly it cuts to the bone. (Now, do I get that 48?)

For all of you who haven't heard the news we are pleased to announce that F/Os Bill Strachan and C. B. Hess are now F/Ls, and erstwhile F/Ss Andy "Pow Pow" Loberge and Eddie Brant are now sprog P/Os, Eddie being screened as well. Nice going, you lucky people.

While we're promoting it's just as well to slip a few lines in on the radio boys, "Prof" Ricard and "Kopple" Koppenson, who have wangled themselves into the two-stripe class. Also our Mark XIV pill-roller and prescription scamblers, Kirk, in sick bay, has poured himself a pair straight from the

LUCKY THIRTEEN

By LACs DOUG HAROLD and CEC WOLFF

ALBERTA, Ontario, and the City of Montreal contribute all but two of the lucky 13 Canuck air crew members who joined the Swordfish Squadron last week. From Alberta come: P/Os W. M. Cole, Innisfail; A. F. G. Hughes, Cereal; D. C. Thomson, Fort Assiniboine; and Sgt. B. F. Wells, Jasper, Ontario; Sgts. Tom Ivey, Port Dover; Jack Young, Leamington; and Milt Schneider, Waterloo. "Monrally," P/Os A. H. Bartlett, G. D. Nathan, H. E. McGuire and Sgt. E. R. Saunders. The Atlantic and Pacific coasts send us Sgts. R. B. MacKenzie, St. John, N.B., and A. S. Richards, Powell River, B.C. A BIG welcome, fellahs!

Airmen keep pace with officers: Two "H for Hatches" mentioned in mail during the past half fortnight and feeling happier now (we only heard) as a result are Al Hildebrandt, Hague, Sask., now entitled to dine and sleep officer style. P/O is the rank—it's the best we could do, Hldy boy! AND Johnny Haswell, Moose Jaw, who, although a bit late in so doing, finally tacked up two RAF Junior N.C.O. issue hooks.

The squadron's best on posting to F/S Garf Kelly, Kingsville, Swordfish discip., and very popular too for the past year and so, and to Cpl. S. A. Gallagher.

For displaying great coolness and fearlessly capturing an "enemy" machine-gun post during recent tactical exercises, we hereby recommend Cpl. "Commando" Eric Tatham, of Winnipeg, for consideration for the award of the Most Highly Derogatory Order of the Indomitable Spirit, or something. Squadron Orders Footnote.—"Don't Waste Time." Person responsible for this timely bit of advice—LAC Bill Wilkinson, Dauphin, Man. Probable inspiration: The present Allied offensive. Comment: Lay off that stuff, "Wilkie." I/Cs of the flights and sections might get ideas—and not simply on paper.

Question of the Week.—What did the little female say to Cpl. Charlie Partington, Magog, P.Q., that Wednesday night when he didn't have side-kick Johnny Haswell (he of the newly-acquired hooks) for support? Might be a good idea to climb up on the wagon, Charlie—it saves explanations.

WELLINGTON O.T.U.

The following Navigators are at present attending a Wellington Bomber Operational Training Unit:

Sgt. Thomas Boyle, Mimico, Ont.; Sgt. Warren Code, Mimico, Ont.; Sgt. T. "Worthy" Worthington Fair, Winnipeg; and Sgt. "Axe" Axford, Toronto.

RECORDS OFFICE

A2 (CAN)

By LAC WALLINGTON

CONFUSION is the word for it. Cpl. Willie Myers was stood up at the altar. Last Monday Willie went out of town to be best man at the wedding of Cpl. Bob Davy, a Records man who is going in for air crew training. Willie reported back with a dazed and bewildered look on his face, and when asked if Bob was married replied, "I don't know if they are married or not. I didn't see them." Seems they got married on Wednesday—without a best man. (N.B.—Willie still feels jilted.)

Our ball team are getting hep to the step and are back in their old groove again. Last week they came out victorious in both games of a double-header over the Recorders and this week they took the Drafters to the tune of 18-15. W/O Cliff Nell made the best catch, using two hands, one leg and a shoulder.

Last week one of the old originals of Records Office closed down his section and left. W/O "Mac" MacGillivray has left us to go to a Canuck station to be assistant adj.

LACs Freddie Bodaly and Norm Clarke had to get together and join stories before they could tell what really did happen on Friday evening. Freddie isn't quite certain yet whether he walked home or was carried. (LAC Al Pope says he should reduce.)

Back again from temporary duty, F/L Russ Davey hopes to stay long enough to see the week-end. The country around here is all right, Mr. Davey, if you should ever stay long enough to see it. Cpl. "Sonnie" Nattress came in this week after a leave and after propping his eyes open with matches he endeavoured to stay awake long enough to say that he was back. On leave this week is Cpl. Barc Gittus.

Noticed. — LAC "Muscles" Crawford, sporting a new bike, getting ready to challenge "Torchy" Peden; LAC Marty Starr making acquaintance with the very willing S.P.s; Sgt. "Fep" Spalding maintaining his close vigilance over the main door. (Who's got a whistle?)

G1 (CAN)

By SGT. "MEM" AITKEN

WELL, our baseball season came to an end—as far as scheduled games go—last week. Outcome of it all is that Sgt. Art Toomey, of A2 (CAN), wants the entire Drafters team to be posted to some farm club. Anyway, it was a grand schedule, with lots of worries, laughs and the odd good baseball. Now for the play-offs. Final league standing was: Drafters, A2 (CAN) and, last, Recording.

From our "tipster" on all gambling events—"Louie the Eye"—we understand that Recorders are the team to back for the championship, despite the fact they wound up in the cellar. Good old Louie.

Seems our pal "Buds" McEvoy has gone to have his "noodle" examined at a big Canadian hospital. Hope it's still all there. Bud—the sawdust, I mean—and that you're back with us in the near future.

GOING TO CON. UNIT

The below-mentioned boys have just finished training at a Wellington O.T.U. and are going to a Conversion Unit.

Sgt. Pilot John Este, Sudbury; Sgt. Navigator "Mac" MacAulay, Courtenay, B.C.; Sgt. A/G Bob Briggs-Jude, St. Catharines, Ont.; and Sgt. Bomb-Almer Dick Dutka, a Westerner.

LAST YEAR'S SGT. BECOMES THE C.O.

Early in 1942 Charles Semple, of Toronto, joined a Canadian Spitfire squadron in England as a sergeant pilot. He has just become commanding officer of the same unit, with the rank of squadron leader.

S/L Semple assumes command from S/L B. D. Russel, D.F.C., of Montreal, who has been promoted wing commander and appointed to lead a wing of RCAF Spitfires. Russel flew with No. 1 Fighter Squadron in the Battle of Britain and won the D.F.C. In 1941 he returned to Canada and commanded fighter squadrons there until he came back to Britain this year.

The squadron which Semple now commands was at one time under the command of S/L Norm Bretz, D.F.C., also of Toronto.

DISPOSAL CENTRE

SEVENTY-SIX years ago the Fathers of Confederation deemed it advisable that we here, in 1943, at "R" Depot, should hold a gala sports day. In preparation for this event and to provide the very necessary national spirit, the provinces and colonies were united under a single banner. Because of the foresight and excellent organization of those grand old gentlemen we were able to gather on the athletic field, not necessarily to pit our skill, but to have a helluva good time.

After the dust had somewhat subsided, it was revealed that the Pilgrims (Transients) had marched off with the day's honours. Close on their heels followed Headquarters, who in turn felt the hot breath of the team representing Reception Wing, etc. Each of the first three teams boasted of an individual star, and on few occasions, if ever, has the laurel wreath shown off to better advantage than on the cool brow of LAC Bill Wall, who managed to garner 2 1/2 of his team's 34 points. The blue ribbon boy was AC2 Louis Hooper, who prior to his enlistment in the RCAF, for air crew duties, spent some three "odd" years overseas with both the RCASC and the RCA.

During this period, whenever the opportunity occurred, he proved not only a most effective competitor, but a "bloody" good sport. Louis gathered four firsts out of a possible, totalling 21 out of the Pilgrim's 42 points. Sgt. "Moe" La Brosse, Headquarters "top dog," proved himself a most capable third by towering over all in the shot putt, javelin and discus throw. The afternoon's "Feature Attraction" was Sgt. "Sparkie" Sparks, a post entry, who appeared for the high jump properly garbed in "No. 5A Field Service Blue."

The removal of his tunic made the clearing of 5 feet a comparatively simple affair; he then turned "sissy," discarded his army "dancing pumps" to add another three easy inches. Those who profess to "know" go on record as saying he would "wow" them with his pants off! The evening witnessed a dance, during which the gladiators and their guests danced themselves into a frenzied exhaustion. The interval saw our "C.O., W/C D. Massey, present the prizes to the three junior Olympians, who during the reception displayed as much grace and sportsmanship as on the field of athletic endeavour.

The lads on the station wish to extend their sincere gratitude to Mr. Jack Wadland (YMCA) and his confreres for a truly pleasant interlude. In the language of the boys, "Dis is the stuff to give de troops."

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CANADA



S/L Charles Semple, Toronto, prepares to climb out of the cockpit of a Spitfire of his RCAF fighter squadron. Twenty months ago he was a sergeant in the same squadron he now commands. (Official RCAF Photograph.)



VISITING FIREMEN

ANOTHER radio guy who might stick to radio after it's all over is LAC Bob Lovemore, of Salt Spring Island, B.C. What is more important to him now, though, are the two eggs for breakfast offered by Southern relations.

"The boys call me 'Indian Pete' because I throw things," Bob grinned. "Came down on nine days with LAC Fred Turner, of Hamilton. Fred's a rookie—that should get a rise out of him. Met LAC Fred 'Mother' Russell, of Toronto—that nickname should get a rise out of Russell, too."

Other McGill radio men on Bob's course and now overseas include F/S George Hill, Sherbrooke, Que.; Cpl. Ken Baker, Sherbrooke, and Cpl. Stacey, Montreal.

"It all depends whom you meet—that's the criterion of any town," is the opinion of LAC Ray King, of Nokomis, Sask., who was in London for the first time last week. He came to the boom town with LAC "Burnie" Rosenberg, of Winnipeg. Between skating on this holiday he's continually running into other radio merchants. They are LAC Norm Fulton, Vancouver, LAC "Dig" Colling Kinistino, Sask., and his ex-school teacher, LAC Ray Chappell. King has electrical engineering ambitions.

LAC "Herbie" Cox, of Toronto, has been posted so fast and frequently these days that it's making his head spin. He's just been posted from an RAF squadron on a radio course and expects to be posted as soon as he's finished.

Some of the boys Herbie left at the RAF Squadron were LAC Scott Lounsbury, Smithyville, Ont.; Cpl. "Hank" Van Zant, Newmarket, Ont.; LAC Doug Floyd, Calgary; LAC Bill Brothwell, Sault Ste. Marie, Ont.; LAC Jack Elliott, Toronto; LAC Ed Herlihy, Toronto; LAC Paul Aggerholm, Ont.; LAC "Honest Abe" Aberhamson, Ottawa; LAC Ernie Pratt, Ottawa, and LAC Hugh McAughey, Ont.

F/S George Hill, of Sherbrooke, Que., is the first flight sergeant radio mech. to make this scribble in many moons. Over George on a southern station is F/O "Johnny" Johnston, a Westerner. Under George on the same station are Cpl. "Ab" Abercromby, Montreal; Cpl. "Larry" Diamond, Pincher Creek, Alta.; Cpl. "By" Crawford, Winnipeg; LACs Kenny Adams, Westerner; George Barrett, Toronto; "Blackie" Blackwell, Toronto; "Mac" McCurry, Westerner; "Mel" Marrus, Westerner; "Archie" Archibald, Westerner; McKee; "Doc" Livingstone; "Jonsie" Jones, Westerner, and Joe Coleman.

"I hope I haven't left any of the boys out," the flight said, wiping away a tear. "They're a swell bunch of boys." Yet the flight ducks up to London on every 48. Thirteen radio men all together, all the time, must make you want to cut paper dolls once in a while, George.

NORTHUMBERLAND

By Hank Forbes

THE green-eyed monster is haunting your correspondent these days. All the other hives of electronic activity play ball games, and their scribbles fill half a column with line-ups. But here the boys get so lethargic they almost resent cycling to the local, and this week they did nothing more enterprising than to invade the station dance held at the N.A.A.F.I.

SOUTH WALES M.U.

By Cpl. Goldsmith

CPLS. GOFFIN AND WOOD haunt the old billet on occasional evenings strutting about like peacocks on parade. We hear from authoritative sources that said persons are remustering to S.P. Is that good, we ask? The section had another "do" this week. For an evening we bowed to Terpsichore and did some solid digging. The evening's festivities disclosed, among other things, that our de-lovely M.T. dolls are even more so in civvies. Of course, the wolf pack did some prowling outside the family circle, but that was okay, too. This quartet of men about town, slightly the worse for wear, rolled up in a taxi. But the effect was wasted, alas, for no one else had shown up. The credits parade this week resulted in many incredulous stares and enlarged bank balances, ranging from a few shillings to many many pounds. Isn't that so, Mac? A cluster of freshly-heeled lads sped down to the village to hoist a few, accompanied by Sherley and his guitar and a guy named Phillips who plays the piano. "Tubby" Graham astounded the pundits this week by taking his leave—no, not in Scotland—but in South Wales. Nothing like a change, eh, "Tubby." Our mighty ball team went down to ignominious defeat before the still unbeaten North Wales M.U. There will be another meeting, and revenge should taste sweet. We thank Frank Moss, the other War Service representative and all those who had a hand in arranging the day's activities.

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BAS(E)IC NEWS

By JIMMIE GUNN

THIS week's highlight: Four new Canadian W.D.s arrived, causing increased palpitations in male hearts. The station band wasn't out to greet them, but W/O Jordan provided an appreciated "whistling" substitute. Also eyeing the situation appreciatively was W/O Fred Warner, fast becoming known as the "triple" threat man in messes in this vicinity. Immediately on arrival at base orderly room they were taken under the protective wing of F/S Doug Skinner, the Mount Bridges Masher, their self-appointed date booking agent. The lucky girls, hailing from Toronto, Regina and Moose Jaw respectively, are airwomen W. Florence, D. Gray, M. Gurney and I. Fiset.

Travelling: W/C E. R. Emond, the hard-working base admin. officer, is enjoying a short sojourn among the beauties (blonde and otherwise) of a South England town, leaving our energetic adjutant, F/L Carrie, to struggle with the daily problems devised by an all too ingenious Group H.Q. with the assistance of Sgt. Rose Payne who, incidentally, is buying a round to celebrate that nice new "third."

The Fire Chief

Cpl. "Ed Wynn" McPetrie fell off the fire truck on a practice run. Only injury suffered: his dignity.

Sad tidings: G/C Edwards' projected "few foot movements and simple drill" became a grim reality this week. Among those struggling to recall the intricacies of ceremonial drill without too much success were S/L Foster, F/Ls R. R. Adams and W. S. Thompson (wearing a bright new ring), Sgt. D. I. Cassils, who apparently is more familiar with A.M.O.s than with Cap. 90, and four flights of airmen including LACs Jack Lee, Sundridge, Ont., Harry Duggan, Kelowna, B.C.; F. McBeth, Winnipeg (near Canada); R. Robbins, Saskatoon; K. C. Jenks, New Westminster, B.C.; H. E. Jensen, Raymond, Alta.; R. Barriar, Montreal; and Cpl. Boo ("shadow sergeant") F. Brower, Moncton, N.B.

Ontario elections: LAC R. Coffey, former Tottenham, Ont., sachim for Earl Rowe, urges all good Conservatives to get their proxies off. Considerable Liberal activity is also reported. Unfortunately no one knows who is running where, and Cpl. "Mac" Macdougall doesn't know whether or not Mitch Hepburn is running in Elgin. The proxies are being handled by S/L Leaman, who maintains an outward semblance of neutrality that would do credit to Mr. De Valera.

New arrivals: Our local horizon was widened (?) this week by the arrival of a number of "gen" men lately stationed at Overseas Headquarters, including "Piccadilly Perch" Perchaluk, East Kindonnan (reported to be somewhere in the vicinity of Winnipeg), who has just completed his commando course in Denman Street. LAC Jim Mathison, denizen of the dustbowl district around Bounty, Sask.; and LAC Ernie Goodwin, Smith's Falls, Lanark's gift to the Air Force. From Records, Gloucester, to tell us all about "shadow" ranks and postings wangles, came LAC J. Natland.

Spiritual activity: F/Ls J. Roney and L. W. Butcher, base "sky pilots," keep things on the up and up in matters spiritual at headquarters, while on one of our satellites, F/L H. G. Lowry, Ottawa, former Toronto Varsity scholar of note, reports that peepsicola (adv't) sales continue to increase. The local publicans report a similar trend in their wares.

well-worn cards, the South Wales lads have been seeing too many diamonds—and the wrong kind at that.

A liaison officer visited here this week to answer all the questions and soothe all the gripes. Which is a tall order when you're facing a mob of R.M.s.

Jack Wallis received a postcard from his pal, Jack Wellsman, bearing the following message: "Hello, Bum, Lots of Mun, Some Fun," which would seem to imply, as we figure it, that Jack had gathered in a bundle of deferred pay and was making a good thing of his fourteen days' leave.

G/C PLANT'S MEN WIN TRACK MEET

Track and field performers from an RCAF station commanded by G/C J. L. Plant, scored a sweeping victory in the Fifth District RCAF elimination meet held in the North of England Friday, July 16. From the winners at this meet will come the men who will represent the district at the RCAF championships to be held in London.

The winners piled up a total of 73 points, as their representatives walked off with seven first places in the events, six seconds and two thirds, as well as capturing the feature event of the afternoon, the mile relay.

The team from a station commanded by G/C E. F. Johnson was second with a total of 38 points, scored from a victory in the 440 relay and one first, one second and four thirds.

Prizes were presented to the winning athletes by A.V.M. G. E. Brookes, O.B.E., Air Officer Commanding the Canadian Bomber Group.

Results: 880 Yards—1, LAC R. A. Watson; 2, LAC D. H. Higgins; 3, Cpl. J. Miller. 220 Yards—1, LAC D. Ogilvie; 2, Cpl. R. Ait; 3, LAC J. Campbell. Running Broad Jump—1, LAC R. G. Johnson; 2, LAC L. L. Barrie; 3, LAC R. L. Dickinson. High Jump—1, Sgt. C. G. Ledger; 2, LAC G. A. Taylor; 3, Sgt. E. Sparks. Mile—1, LAC D. H. Higgins; 2, P/O B. Cumming; 3, LAC R. Oliver. 100 Yards—1, AC1 D. Dolgity; 2, LAC D. Ogilvie; 3, LAC R. J. Johnson. 400 Yards—1, LAC K. R. Young; 2, LAC S. Calvert; 3, LAC A. J. Todd. Hop, Step and Jump—1, F/O P. L. Rogers; 2, Sgt. C. G. Ledger; 3, Sgt. E. A. Sparks. Standing Broad Jump—1, LAC D. W. Davies; 2, Sgt. E. A. Sparks; 3, LAC V. A. Lafoy. Three Mile—1, P/O B. Cumming; 2, LAC K. R. Young; 3, P/O Norheimer. Shot Put—1, F/O R. Brundage; 2, Sgt. H. Grice; 3, LAC Vanderpost. 440 Yard Relay—1, LAC J. Campbell, Cpl. J. K. Nixon, LAC R. A. Watson, and Sgt. G. W. A. Bell. Mile Relay—1, Sgt. C. G. Ledger, LAC D. Ogilvie, LAC D. H. Higgins, and LAC Young.

ON LEAVE

THE boom town is reeling this week with the hordes of Wimpy O.T.U. grads turned loose. Among the sergeant navigators operating in this area are:

Howard "Sudbury Joe" O'Gourman, Sudbury; M. MacAulay, Courtenay, B.C.; Morris, Latornell, Nelson, B.C.; "Fats" Prowse, Taber, Alta.; G. P. Simpson, Winnipeg; Dennis McCabe, Richmond, Que.; Malcolm MacLeod, Cape Breton; "Spud" Jenkins P.E.I.; "Casey" Jones, Ottawa; "Dick" Tracy, Windsor; Leo O'Shell, Sudbury, Ont.; "Rip Cord" Grover, Kirkland Lake; Frankie Gratton, Vancouver; Ray Barry, Quebec City; Tommy Johnston, Saskatoon; and F/S Alec Watt, Cornwall, Ont.

Sgt. Observer Andy Leitch, of Winnipeg, is crewed up with F/S Pilot Don Snider, of Brantford, Ont., and Sgt. WAGs George Gower, Victoria, and Al Johnston, Victoria, and are now just about ready to go torpedobombing.

WOLF ECHELON

AFTER 11 innings of gruelling ball the Wolf Echelon gained a well-earned victory over a R.C.A. team by a 6-4 score.

As usual, Bill Polosky, on the hill, turned in an artful performance and helped win his own game when, in the fifth with two aboard, he hit for the circuit. Scott (catcher) was the game's hero when his single to left in the eleventh drove in the two winning runs. The rest of the Wolves played headsup ball.

Kozak, behind the plate for R.C.A., turned in a good game both defensively and offensively, as his big bat drove in three runs. Bruno, on the mound, was brilliant as he struck out nine armers in easy fashion. The rest of the team gave him the support he justly deserved.

The "Wolves" have won eight for eight so far this season.

Lineup:— R.C.A.: Kojak (c), Bruno (p), Ogle (1), Meays (2), Hauck (3), McIvor (ss), McDonald, C. R. (lf), Rolston (rf), McDonald (cf).

Echelon: Pfung (2), Harvay (ss), Lovatt (1), Polosky (p), Wood (3), Lamoureux (lf), Lang (rf), Wells (cf), Scott (c).

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SASKATCHEWAN FAMILY DOES MANY RCAF JOBS

Eight of Nine Brothers Serving in Canada And Overseas

Honoured at an RCAF ceremony staged at Moose Jaw, mentioned in the Canadian House of Commons, the flying Deutschers are truly Canada's "Flying Family."

Eight brothers, sons of Mr. and Mrs. Rudolf Frank Deutscher, Odessa, Sask., are all in the RCAF, and the ninth, aged 15, wishes he could be. Four of the brothers are overseas, the other four are training to come over.

Mr. Deutscher went from Austria to Canada in 1900. He established himself in a successful building and contracting business in Odessa. The Deutscher sons were all born and educated in Canada, although they can speak German.

When war broke out, all the lads were anxious to enlist. Adam, now 23, one of the younger members of the family, was the first to go. In July, 1940, he enlisted as an aero-engine mechanic and has been overseas since February, 1942. He is a corporal with the ground crews of the RCAF "Lion" squadron.

A month later, Bert, two years older than Adam, joined as a wireless operator-air gunner. He came overseas two years ago, and is a member of the RAF's internal ferry organisation in Britain. He is a flight-sergeant now.

Joe, now only 20, enlisted in May, 1941, immediately after leaving school. He tried to enlist previously but recruiting officials told him he would have to wait until he was 18. Trained as a bomb-aimer, he is now a flying-officer with 15 operational trips in his log with a Stirling bomber squadron.

Call Him "Tony"

In August, 1941, Anton, they call him "Tony," joined as a Link-Trainer instructor. He is still in Canada, as a sergeant. His brothers say that Tony, now 27, is thinking of remustering as a pilot in the hope that he will be able to get overseas.

Henry enlisted in October, 1941. He is 31 and is commissioned as a flying-officer. He has just completed his overseas operational training and hopes to be navigating a bomber soon.

COMPLETES TOUR AND BUYS BOOK

Resting up after an "uneventful" tour in which he flew over most major German targets, F/S Henry "Shorty" Dell, Oshawa, Ont., who was born in Australia, but lived most of his 26 years in Canada, bought a book called "Tail Gunner," the other day, "to find out what goes on."

Only twice has he fired his machine-guns—once at a fighter that came in and then vanished from sight, the other time during a low-level raid on Stettin, when Dell fired a few bursts at annoying searchlights.

But in the Happy Valley at least, says Dell, the going is hot and heavy these days. Seems to me more guns concentrated in the Ruhr now than the rest of Germany put together. And they are getting more persistent with their fire, too. If an engine is hit by flak and bursts into flames, they don't count you as done for any more, but keep blasting away.

Dell, who wears both Australian and Canadian badges, expects soon to become a gunnery instructor.

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At 35, Ralph is the eldest brother. He joined in November, 1941. Like Tony he is a Link-Trainer instructor in Canada. He is a flying-officer.

Michael, "Mike" to his brothers, was the seventh brother to enlist. He joined last August. At 29, he is under training as a navigator in Canada.

John, only 19, is also training back home. He will be an air-frame mechanic. He enlisted last November.

In the House of Commons at Ottawa in May, Major the Hon. C. G. Power, Minister of National Defence for Air, referring to the Deutscher family, said, "They are Canadians in the fullest, truest sense of that description."

The four Deutschers who are in Britain have arranged two reunions. On May 1, when Adam married an English girl at Darlington, Yorks, Henry only just made the get-together. He arrived at the church shortly before the ceremony was concluded and had to return to his post the same night.

Early in July all four managed to spend leave together in London.

Youngest brother Lloyd, at home with four sisters, is anxious for his 18th birthday to arrive so that he will be able to get into a blue uniform.

REAR-GUNNER IS BADLY HIT

One Machine-Gun Burst Scares Off Halifax Attacker

Head, shoulder, leg and foot wounds besides a broken ankle were what Sgt. Jim Thomson, of Storm Lake, Iowa, got when an Me.110 knocked his rear turret out of commission in a flying battle over Essen. One short burst from the guns of Thomson's Halifax was what the night fighter got in reply—but it was enough to scare it off.

Thomson is still limping slightly, but expects to be fighting fit soon. His Moose Squadron Halifax was just beginning its target run when the Jerry zoomed up from underneath and dead below. He opened up with cannon and machine-gun fire knocked Thomson back against his turret.

Plenty of Damage

"I got a nick in the head which dazed me and three holes in my shoulder," admitted Thomson. "When I came to I saw the fighter about 50 yards on our tail pumping it into us. We gave him a short burst and he slipped off with one cannon going. His fire knocked my turret out and caught me in the legs. Later we found six cannon and more than a dozen machine-gun holes through the turret."

During the encounter the Me.110 shot away the bomber's flaps and elevator trim. There were 70 holes in the Halifax and two other crew members were wounded. The inter-com. had been wrecked and Thomson could not give directions for evasive action. So he put on his chute and went back into the plane, as his guns, oxygen and inter-com. were all gone.

"I still don't know how I walked because my ankle was broken and both feet shot up," said Thomson. The skipper got the aircraft down at the first British landing-field in order to rush aid for the wounded.

BEST ATHLETES VIE IN SERVICE MEET

Outstanding athletes from each of seven RCAF districts in the United Kingdom will compete in Saturday's service-wide track and field meet at White City Stadium. The teams, chosen at a series of preliminary regional meets, will be composed of winners and runners-up of each event at each of the district competitions.

Air Marshal Harold Edwards, C.B., Air Officer Commanding-in-Chief, will take the salute at a march past of all competitors at 1 p.m.

This is the first event of such scope ever to be held by the RCAF overseas. From it a team will be chosen to represent the RCAF in an all-services meet scheduled to take place somewhere in England on August 14. Saturday's meet has been organized under the joint auspices of the Canadian Legion, Salvation Army, Knights of Columbus and Y.M.C.A. The managing director and officials of the Greyhound Racing Association have arranged for the use of the stadium free of charge and have provided trained attendants to get the



The overseas half of the Flying Deutschers, four of the eight Deutscher boys of Odessa, Sask., who are all in the RCAF, spent their latest leave together in London. Shelters are closing in England but the Deutschers are helping to keep them busy in Naziland. From left to right, Cpl. Adam, F/O Joe, F/O Henry and F/S Bert. Five other brothers are still in Canada, one too young to join the service.

(Official RCAF Photograph.)

TWO CANADIAN AIRMEN GAIN GEORGE MEDALS

Armament Officer Gonged For Demolition Of Bombs

Awards of two George Medals to Canadian airmen are announced this week. Other awards included one M.C., one M.B.E., two immediate and 14 non-immediate decorations.

Sgt. Clinton Landing Pudney, G.M., of Belman, N.J., was mid-upper gunner in a Halifax that crashed and burst into flames. Three of the crew were killed, the others were too severely injured to get out of the blazing bomber. Though suffering from severe lacerations and loss of blood, Pudney entered the burning wreckage several times and brought all his companions out. He then struggled over two miles of rough moorland for help.

The other George Medal was won by F/S Dellert Cecil Moore, of Durham, Ont.

P/O Robert Evans Young, of Regina, won the M.B.E. for displaying gallantry and coolness in the face of imminent danger.

"In recognition of distinguished service," F/O H. F. Martling was awarded the Military Cross.

Flight Engineer Sgt. George Falloon, of Saskatoon, was awarded an immediate D.F.M. During a recent raid their aircraft's oil line was hit and oil flooded the fuselage. Falloon had to chop a hole in the side of the bomber to enter the wing and stop the leak. By his initiative and determination he contributed materially to the safe return of the aircraft.

F/L Donald Robert Morrison, D.F.M., of Toronto, now in a German prisoner of war camp, was awarded an immediate D.F.C.

Non-immediate D.F.C.s were awarded to P/O George Alexander Vinish, Prince Albert, Sask.; P/O Richard Seymour Clinton, Whitney Point, N.Y.; P/O Robert Andrew, Livingston; P/O Kingdon Roger Knapp, Chicago; P/O Frederick Charles Alleroff, Vancouver; P/O Favell Clinton Annand, Milford, N.S.; P/O Alfred Dale Bouschard, St. Cyr Lake, Sask.; P/O Eric Arthur Skilleter, Toronto; P/O Jerome Arthur Zee, Norwich, U.S.A.; P/O Frederick Benjamin Dasher, Winnipeg; P/O William Campbell Gordon, Given Sound, Ont.; P/O James Francis Munro, Detroit; F/L Inn George Keltie, Edmonton; F/O Norman Alexander Keene, White Rock, B.C.

EDUCATION N.C.O. IS WITH RCAF DEMONS

A thriving class of 24 ground crew, enrolled for pre-air crew mathematics course, are well started on their studies under the direction of Sgt. Reeser Steekley, Stouffville, Ont., the first education clerk to be posted to the RCAF Demon Squadron.

Steekley, who has been with the squadron only two weeks, expects to guide at least 14 of the 24 through the entire course. Those who are successful will then be ready for remustering into air crew training.

track and grounds in shape for the meet.

Airmen in London on leave or on 48s and all headquarters personnel are invited to attend. There will be no admission charge.

PILOT JAVITZ PRANGS TWICE

Veteran Instructor Comes Through Without Serious Hurt

Twice in the past few months F/O J. M. Javitz, Welland, Ont., pilot instructor at an RAF Bombing and Navigation School, has force-landed in his training plane.

F/O Javitz, who has been instructing for two years and logged nearly 1,000 flying hours, escaped without serious injury both times.

The first landing was in a Blenheim during a night navigation flight with two Army officers as passengers.

"Engine trouble developed," said Javitz, "but I managed to make the coast and put her down to a forced sea-landing just off the coast, in five feet of water. We all crawled out on the wings, and a woman and her two daughters helped rescue us." His head was badly lacerated and one arm broken, both passengers escaping with a few bruises.

Second prang was in an Anson, again on a navigation flight, in cloudy weather. "I was down low, hit a hillside, and over we went. It was a miracle we all got out unhurt."

Many Flying Hours

Another pilot instructor at the same school is F/O Tommy Wheeler, Winnipeg, who has put in well over 1,000 flying hours and hopes soon to transfer to a bomber squadron. Other Canadian instructors at the school include P/O W. M. Ross, Welland, Ont.; F/O R. E. Iwin, Woodstock, Ont.; F/L R. A. Anderson, Moreton, N.B.; F/O F. Chad, Prince Albert, Sask.; F/S M. G. Casselman, Yellow Knife, N.W.T.; and F/S G. L. Craig, Fitzroy Harbour, Ont.

A student bomb-aimer from Westmount, Que., Sgt. H. J. Lockett, qualified for the Goldfish Club recently when the aircraft in which he was flying had to ditch into the sea because of engine trouble and spent a few hours in a dinghy.

Other Canadian pupils now taking further training at this school include Sgt. N. S. Davidson, bomb-aimer, Feversham, Ont.; Sgt. J. A. Downer, bomb-aimer, Midland, Ont.; Sgt. J. C. Kelland, pilot, Hamilton, Ont.; and F/O John Marcus, Montreal, who came to Britain 18 months ago as a WOP/AG and has now remustered to navigator.

MOVIE DISCIP HERE

That big flight sergeant, hard-boiled and tough, who pushed Jimmy Cagney, Alan Hale and George Tobias around when Michael Curtiz was making the RCAF epic, "Captains of the Clouds," at Uplands, has just arrived in England.

He's not a flight-sergeant any more, nor a disciplinarian. He is now P/O John C. Sprott, a wireless operator-air gunner. He held down a discip's job at three different stations before he remustered—Saskatoon, Brandon and Uplands. "Disciplinarian was an interesting job, but it doesn't measure up to this," says the tall blond Winnipeg lad, who is looking forward to going on "ops."

TOP TENNIS NAMES PLAY IN EXHIBITION

Playing in the Red Cross exhibition tennis matches at Queen's Club last Saturday, F/L Walter Martin, of the RCAF Headquarters, Legal Department, was partnered with Henry Billington against Pat Hughes and Ellsworth Davenport. They split sets.

Martin displayed the same powerful service with which he used to dominate Canadian tennis when he played on Davis Cup teams. Hughes is the doubles player who was on the victorious Davis Cup squad which returned the Cup to England, when Fred Perry and Bunny Austin were at their peak. Davenport was a ranking player in the United States.

Several weeks ago at Newport, Wales, Martin and Billington carried Hughes and John Ollif, another English Davis Cupper, to five sets in another Red Cross match.

In the feature match on last Saturday's programme Joan Nicholls won the first set from Peggy Scriven at 7-5 and play terminated with her leading 13-12 in the second set.

The sum of £1,500 was raised for the Red Cross.

COASTAL KITE WINS FIGHT WITH U-BOAT

A Coastal Command aircraft on Mediterranean patrol, with two Canadian WOP/AGs in the crew, F/O Ernest Hamill, Toronto, and Sgt. Vincent Morrow, South Mountain, Ont., recently surprised and sank a U-boat after a lively fight.

The patrol plane, operating from a West African base, came upon the submarine fully surfaced, and attacked immediately almost at deck-level.

Said F/O Hamill on returning to base: "When we dived in to attack I could see some of the U-boat crew had opened fire at us with a machine-gun, and other members of the crew were streaming out of the conning-tower and running toward a large gun. I heard our rear-gunner giving them all he had, then heard him yell, 'She's going down.'"

For Sgt. Morrow it was his first encounter with a submarine.

MAIR APPLIES SKY FINESSE TO FOOL NAZI

Tosses Kite So Wildly Trailing Aerial Is Knotted

Tossing his Halifax around the sky so violently that three knots were tied in the trailing wireless aerial, S/L Alex Mair, Windsor, Ont., shook off an enemy nightfighter and brought his damaged aircraft back to base.

The 28-year-old skipper, now a flight commander with the crack Goose Squadron, was at the controls of Halifax when RCAF Bomber Group pasted the Ruhr, including the coal centre of Gelsenkirchen.

On the way home, at about 23,000 feet, the aircraft ran into nightfighters and the crew sighted a single-engined fighter about 700 yards away. Mair put the big bomber through a series of aerial gymnastics and successfully eluded the fighter.

The intense cold, more than 20 degrees below zero Fahrenheit, coupled with the strain of manoeuvring, almost put the aircraft out of action. Said S/L Mair: "Our constant speed units froze. We had a runaway prop on our port-outer motor and had to feather it. Then both our inner motors lost about half their power due to carburettor icing and mechanical trouble."

"Boy, did he ever toss that kite about," the English wireless operator said. "Honestly, there were three knots in our trailing aerial."

Took a Chance

The only motor functioning all out was the starboard outer. For a while the big aircraft lost 1,000 feet a minute. When it crossed the French coast it was down to 5,600. Only by taking a chance and starting up the motor which had previously been feathered was Mair able to get the aircraft back.

"It was quite a job keeping control of the kite, and a lot of the credit goes to our second pilot, Sgt. J. D. Harvey, of Toronto," the skipper said. The only other Canadian in the crew was Sgt. T. H. Skebo, flight engineer, Norwood, Man.

LIB. K.O. SUB. IN FAST TIME

It Sank Beneath Surface And Wreckage Floated Up in Oil Pool

While flying to meet a large convoy the Liberator crew in which P/O W. F. Emery, of Edmonton, is navigator sighted a U-boat surfacing about three miles away from them. It was obviously waiting for the ships, and by darkness it would have been well-placed for a torpedo attack.

"There was little time to waste," said Emery later, "so the skipper went down to the attack and we parked a few depth-charges. One hit the U-boat as it began to submerge and the others were quite close."

The RAF skipper, who was on his first operational flight, made a tight turn, but the crew could see only a few bubbles marking the spot where the sub. had been. Then timber and metal cylinders shot to the surface amid a spreading patch of oil. By the time the Liberator flew off the oil patch covered an area of 700 by 500 yards.

The convoy dispatched an escort vessel to the spot to see if there was anything worth salvaging. As the Liberator flew back to base at the end of its escort duty, the convoy's senior naval officer radioed them his congratulations on the success.

From New York to San Francisco they SWEAR

by KOLYNOS! of course

No nation in the world has so much in common with us as the United States of America. Speaking the same language, enjoying the freedom of democracy, 130,000,000 Americans cultivate many of the same worthwhile habits—KOLYNOS, for example, twice a day.

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST



If you can obtain a Kleen Blade you are lucky. It is made in Sheffield, of finest steel, and it is made to last.

WID SEES BROTHER IN LONDON CROWDS

Leading Airwoman Pat Joslin, of Kitchener, had a thrill and a disappointment as she passed through London en route to her work with the RCAF Bomber Group a few days ago.

OLD TIMERS BUSY IN MEDITERRANEAN

One of the veteran Spitfire pilots of Malta, P/O G. A. Cameron, Edmonton, has just concluded a full tour of operations.

BERN HEINTZ HAD TRAFFIC TROUBLE

Bomber crews have another danger to face beside flak and fighters now that the raids on Germany have become so concentrated—the danger of collision with friendly aircraft.

DINTY MOORE

(Continued from page 1.) - broken ground. The aircraft had broken in two just behind the main spar and both sections were on fire.

HEADQUARTERS

OUR International softball team slipped a couple of notches in the league when they lost 4-2 on Sunday to the number one Yank team.

LAC Frank Kilravery, Toronto, gives the "high sign" with an aid lamp for a Halifax of an RCAF conversion unit to come in and land.

Equipment men must be expecting an early winter. A shipment of underwear arrived. "That's the stuff you get in through a trap-door in the back," grinned Cpl. Deebank.

George Nunn's nocturnal orchestral ambitions have been through an ordeal of fire and



LAC Frank Kilravery, Toronto, gives the "high sign" with an aid lamp for a Halifax of an RCAF conversion unit to come in and land.

fire-water. First, he forgot what he did with his cigarette—but just for a moment. He found it when his music curled up and blackened in his face.

WOMEN'S DIVISION

GREETINGS to the new recruits just sworn into the W.D.s. Hope you're as proud to wear air force blue as the old veterans.

Did you see Monday's D.R.O.s? Just plumb full of remustering! Congratulations, gals, on your success with the trade test board.

Of special interest to all would-be songstresses is the announcement of a special get-together to-night at 18.30 hours at Queen Mary's Hall, just behind Tottenham Court Road tube station.

In search of Scotland and their clan last week went the McKinnons—Sgt. I. E. of Toronto, and LAW M. J., of Moosomin, Sask. We don't know just how successful they were in their endeavour but we did hear that at one point during the journey, when looking for hotel accommodation, they spied a sign "Camp."

Other W.D.s on leave were AW Edna Harrison, of Blackfoot, Alta.; Cpl. H. J. Burnand; AW D. M. Hollings, Maple Creek, Sask.; LAW B. A. Imhoff, of Bathurst, N.B.; LAW F. L. M. Gale, of Milville, Sask. AW M. L. Paquette, Kapokosing, Ont.

Baseball fans, attention! Tomorrow night's practise at 19.00 hours at Regent's Park in anticipation of the big game Sunday afternoon in Hyde Park against the C.W.A.C.

GEN. J. DOOLITTLE

(Continued from page 1.) intercepted and smashed a formation of dive-bombers preparing to attack allied troops and shipping, two RCAF men each got credit for one damaged.

On the bomber side of the picture, crews returning from the raid on Messina reported two large fires and two "really good explosions" in the target area.

The night before RCAF Wellingtons left a visiting card at Enna, which lies in a trough formed by the hills of central Sicily.

"There wasn't even a slingshot," commented W/C Dan MacIntosh, D.F.C., Regina. "If all our trips are like this one, I'm going to enjoy this," said P/O Don Bell, Toronto, navigator in the crew skippered by F/O Art Jackson, Vancouver.

Others in the crew were P/O Fred Atkinson, Toronto, bombardier, F/S Joe Ross, River Bend, LAC St. Jog, Que., wireless operator, and F/S Bernard Tremblay, rear gunner, of Montreal.

FILM LOG

"HIT THE ICE" (Odeon)

Abbott and Costello are still good for quite a few laughs in their latest film, Ginny Simms, looking very presentable and accompanied by Johnny Long and his orchestra, sings four tunes. They are: "I'm like a fish out of water," "I'd like to set you to music," "Happiness Bound," "Slap Polka."

Their acts, perhaps just a bit slap-happier than usual, are punctuated by Ginny Simms' voice.

The plot develops when three crooks hear Abbott and Costello, who are trying to make a living as press photographers, talking about "shooting" people. Believing them to be gunmen, the crooks engage them to help with a bank robbery.

"ABOVE SUSPICION" (Empire)

A spy yarn, making no pretence at being anything else, the picture is in the realm of sheer entertainment. With direction vaguely reminiscent of the Hitchcock pre-war thrillers, yet by no means a carbon copy, the story of Richard and Frances Miles unfolds without being forced.

Miles, played by Fred MacMurray, is an Oxford professor, Europe-bound on his honeymoon. He and bride Joan Crawford are entrusted with a secret assignment by the British Foreign Office, because they appear to be typical tourists.

In Germany they are embroiled in pre-war intrigues. Basil Rathbone, after a series of "hero" roles, is back as the villain.

Apart from a few clumsily planted clues, which tend to lessen the effect of suspense, there is nothing to detract from the film's entertainment value.

"This is America" films, "Boom Town D.C." is a kaleidoscopic review of war-time Washington.

MALTA SPIT PILOT BLOWS UP MACCHI

A member of one of Beurling's old squadrons, in Malta, F/S George Nadon, Temiskaming, Que., is on his way towards becoming a top-flight Spitfire pilot himself.

Early this month he destroyed a Macchi 202 and damaged an Me109 during a large-scale scrap over Comiso airbase in Sicily. The Macchi exploded in mid-air. Earlier, the 27-year-old Nadon notched up a 109 probably destroyed near Malta. When last seen it was diving out of control. And in Britain, before coming to Malta, he shared with another pilot in the destruction of an FW190.

ENTERTAINMENT GUIDE

THEATRES

- GAUMONT, Haymarket. Whl. 6655. Jean Arthur, Joel McCrea, Charles Coburn. THE MORE THE MERRIER (U) Weekdays: continuous 11.10 to 9.40

- LEICESTER SQ. TH. Whitehall 5252-4. FOREVER AND A DAY (U) Performances: 12.0, 2.10, 4.40, 7.5.

CINEMAS

- DOMINION (G-B), Tottenham Court Rd. HELLO BEAUTIFUL (U) STRANGE INCIDENT (A) Weekdays: continuous 11.45 to 10.

- TIVOLI, Strand. Tem. 5625. John Steinbeck's THE MOON IS DOWN (A) Weekdays: continuous 11.30 to 9.30

Advertisement for the film 'FOREVER AND A DAY' featuring stars like Ray Milland, Charles Laughton, and Ida Lupino. Includes a quote: "As a combined operation this film should prove as successful as the attack on Pantellaria."

Large advertisement for the film 'HIT THE ICE' starring Bud Abbott and Lou Costello, with Ginny Simms. Directed by Charles Lamont. Includes a cartoon illustration of the duo on a boat.

Advertisement for Mecca Dancing, 'The Famous Mecca Policy'. Lists venues like Palas Edinburgh, Ritz Manchester, Plaza Manchester, Royal Opera House, Covent Garden, and others.

Large advertisement for the film 'Above Suspicion' at the Empire Theatre. Features a photo of Fred MacMurray and Joan Crawford. Includes a quote from Paul Tabori: "A very good film indeed. Helen MacInnes has written a thriller in the grand tradition of 'The Thirty-Nine Steps'..."