



## Allied Air Offensive Surges Over Italy

### MILAN IS SUBJECTED TO HEAVIEST BLOWS

Sicily Spitfires Cruise About Unopposed and Kittyhawks Carry the Mail Against Ground Positions

#### MOOSE SQUADRON IN LONG OPERATION

THE might of Allied air power, so well known in Germany, has been brought home to residents of Italian cities in the past week as a series of blows from Britain-based four-engined bombers have razed much of Milan and struck at Turin. In conjunction with these attacks Allied bombers in Africa—RCAF Wellingtons among them—have rocked coastal towns on the Italian mainland with 2,000 and 4,000 pound blockbusters.

While Spitfire pilots have searched vainly for opposition in the air, Kittyhawk fighter-bombers have taken over the play in Sicily. They flitted over objectives on the ground and did their utmost to impede the German evacuation across the Straits of Messina.

#### Milan Blitzed.

A bright moon guided the RCAF Halifax bombers to their targets at Milan. As they rode in to attack, the crews could see Turin burning brightly in the distance.

Soon Milan had fires of its own. "Badoglio should be ready to quit after he gets a peep at Milan," said Sgt. Johnny Macneil, Sydney, N.S. "The place took a terrible pounding. It was the best show I've seen in two months."

Many other crews reported the fires to be amongst the best they have witnessed in scores of operations. Sgt. Cliff Renwick, Kindersley, Sask., saw one explosion, "come right up through the clouds and then die down."

#### Turn Up Later

One crew reported missing from Milan raid, returned to a base hours later. Captain of the aircraft was F/S R. E. Countess, Leamington, Ont. The other Canadian members were Sgts. C. Axford, Hamilton, Ont.; M. Kwas, Melville, Sask.; T. A. Thomson, Oakton, Man.; V. M. Lawson, Toronto.

Other Canadians on the Milan raid, included: Sgts. Don Robertson, Unity, Sask.; Bob Boos, Gleichen, Alta.; Vic Winter, Toronto; Harry Ridley, Oakville, Ont.; Frank Yackison, Sudbury, Ont.; John Pilon, Hull, Que.; Joe Salaba, Willowbunch, Sask.; Alf. Miller, Sisseton, Sask.; Ernie Birch, Metcalfe, Ont.; Louis Bean, Salmon Arm, B.C.; Bill Cooke, Hamilton, Ont.; Bob McLean, Lumsden, Sask.; J. A. M. Soumis, Montreal; F/O J. E. Hockey, Kentville, N.S.; F/O Jack Ferguson, Regina; Sgt. John Fontaine, Montreal; P/O J. R. Alexander, Nanaimo, B.C.; F/O Harold Hewitt, Lac Vert, Sask.; F/O Walter Ingraham, Sydney, N.S.

### STIRLING ATTACKS HUN NIGHTFIGHTER

One of Bomber Command's big guns, a Stirling, weighing more than 20 tons, turned into a fighter on the way home from Turin.

Over France the crew spotted another Stirling about 2,000 feet below. Behind it a single-engined fighter, with the Nazi cross, was speeding in to attack at close range.

The "fighter" Stirling dived. It swept in to attack the German machine at a 600-foot range. P/O Larry Grainer, Truax, Sask., front-gunner and bomb-aimer, opened fire. He gave it two bursts and the German took to his heels, probably damaged.

Canadians with the RAF helped carry the bombs to Turin. Returning crews reported one great fire in the centre of the city and large numbers of satellite fires in the surrounding area. The airmen didn't consider the flak particularly heavy for such an important city. F/L Doug. Henry, D.F.C., Kincairdine, Ont., reported "There were a great many fires blazing when we went over and it was clear so we could see the damage done by our own and other planes. Turin will remember this night."

Canadians who participated in the Turin part of a two-pronged raid included F/L George Bould, Welland, Ont.; Sgt. Alex Haight, (Continued on page 6, col. 1)



Crew of an RCAF Hampden torpedo-bomber which fought a running duel with six Ju.88s and got away to tell the story. The kite looked like termites had been at it—there were 200 holes in the fuselage. Left to right: F/O Frank Brockwell, Watford, Herts., navigator; P/O Warren "Doc" Savage, Portage La Prairie, Man., pilot; Sgt. Steve Babyn, Toronto, WOP/AG; and Sgt. Earl "Shorty" Mason, Ottawa, WOP/AG.

(Official RCAF Photograph.)

### HALF A DOZEN JERRIES JUMP PATROL PLANE

Out-numbered, Out-gunned Hampden Fights To Safety

#### HALF HOUR BATTLE

After a 25-minute running fight with six Junkers 88s a Hampden bomber of an RCAF Coastal Command torpedo squadron returned to base with 200 holes drilled into the fuselage. The crew suffered no casualties.

Its five machine-guns outnumbered by 24 cannon and as many smaller pieces, its speed snailed by the Nazis' speed and manoeuvrability, the escape of the bomber depended on the ability of the crew.

The aircraft, piloted by P/O Warren "Doc" Savage, Portage La Prairie, was on anti-submarine patrol work when Sgt. Steve Babyn, Toronto, spotted the Junkers. "We had been keyed up about half an hour before by three Beaufighters which came in as if to attack and then, seeing who we were, peeled off and flew away," he said. "I saw six black spots in the sky. I told the skipper and we watched them approach."

The enemy came in by pairs, firing from the quarters and working up to head-on, with other attacks up and underneath. Sometimes three came in at once. Between 20 and 30 separate attacks were made.

#### Sky Full of Kites

"Whether we damaged the Junkers with our return fire is difficult to say. There seemed to be so many machines in the sky, and you couldn't tell which was which," Babyn said. "Two of them, after bursts from our guns, were seen to dive vertically."

Sgt. Earl "Shorty" Mason, Ottawa, the rear mid-upper gunner, had difficulty in keeping all six Nazi machines in sight while firing and directing evasive tactics. "I think Steve Babyn got one of the Junkers," he said. "It came out of the haze and Steve let him have it. It turned over on its back and went down."

While the fight was in progress "Doc" Savage edged the aircraft towards the heavy cloud cover, 15 flying miles away. It took nearly half an hour to cover that distance while twisting and turning to put the attackers at a disadvantage.

"There's no doubt we owe our escape to him (P/O Savage) and that beautiful cloud," said the English navigator.

### CANUCKS SAY INTRUDERS DESTROY HUN NUREMBERG IS WELL PASTED KITES AND LOCOMOTIVES

Luftwaffe Loses Fighters Over Its Own Airfield

Little Flak and Searchlights Are Met in Raid on German Target

Canadian crew members returning from the Nuremberg raid were impressed by the ineffectual flak and the almost total lack of enemy searchlights. "It was the quietest trip I've been on," said F/O Jeff Turner, Winnipeg. "There couldn't have been more than half a dozen searchlights at the target area. I only saw four. There was practically no flak."

"I don't think there was a shot fired at us," said F/S Les Sorenson, Leduc, Alta.

F/O Phil Murray, Port Elgin, N.B., flying with an RAF Stirling crew, reported, "There was little flak except over the Rhine near Mannheim."

#### In Second Wave

"We got there on the second wave, and bombs were just starting to mess the place up. We could see the fires taking hold, and it certainly looked as if Nuremberg was taking a good pasting," commented Sgt. Johnny Duval, Gracefield, Que., crew member of the RCAF Lion squadron.

Among the Canadians who took part in the raid were: Sgts. Pete Quenet, Montreal; Mickey Lawson, Toronto; Allan Thomson, Rivers, Man.; C. E. C. Axford, Hamilton; John Cope land, Ingersoll, Ont.; Dave Cantera, Edmonton; Bill Hope, Ottawa; H. C. MacMillan, Rouyn, Que.; Bill Anderson, Lisle, Ont.; Lorne MacMillan, Edmonton; Jim Geddes, Ottawa; Frank Mulvey, Winnipeg; George Falloon, D.F.M., Smeaton, Sask.; Vincent Russell, North Battleford, Sask.; C. F. McRae, Grande Pointe, Man.; Cletus, "Curly" Holmes, Ottawa; F/S Ray Countess, Leamington, Ont.; P/O Lloyd Sibbald, Cochrane, Alta.; P/O Joe Deutscher, Odessa, Sask.

#### WIMPY O.T.U. GRADS

The following aircrew boys have completed training at a Wellington O.T.U.: Sgt. A/G Fred Smith, Saskatchewan; Sgt. Pilot Gord Dalton, Regina; Sgt. Bomb-Aimer Les Schmidt, Edmonton.

RCAP intruders, flying fighters and medium bombers, made repeated hit-and-run raids during the week on Luftwaffe bases in Occupied France. Sweeping fast and low over enemy airfields, Canadian pilots knocked off several German fighters. At the same time intruder patrols kept plugging away at the less spectacular but important job of shooting-up locomotives and freight trains.

Switching from the train busting business to that of night intruder, F/O F. A. "Hank" Hanton, Kenora, Ont., destroyed a twin-engined Me110 and damaged a JU88 in a darting low-level attack on an airfield at Rennes.

Before tangling with the German aircraft, Hanton, who used to play hockey with the Boston Bruins, shot up a locomotive. It was his 36th trainbusting attack.

There were four enemy aircraft in the aircraft circuit when Hanton, flying a Mustang, went in to attack. "I saw a Ju.88, two minutes from the airfield," he said later. "I attacked from astern with a three-second burst, getting strikes on the wings and fuselage. Jerry returned the fire. I lost contact with him."

He then flew west to the airfield, saw an Me110 preparing to land and gave it a short burst. The aircraft dived steeply, bursting into flames about 500 yards from the runway.

#### Films Result

The proof of the shooting was in the picture when F/O J. G. Morton, Didsbury, Alta., returned from a sweep over France claiming to have destroyed an Me.110. Morton not only shot down the German aircraft but stayed around long enough to record the dogfight's climax on film.

It happened while Morton was doing a bit of intruding. All was quiet at the first airfield he visited, so he proceeded toward St. Andre, when two red flares soared from the field and a shower of flak followed. Morton cleared out in a hurry, but not for home.

Flying along in the face of

the moon he saw the silhouette of an aircraft. He closed in, identified it as a twin-engined Messerschmitt 110 and gave chase. The German tried to get away, weaving and diving sharply, but Morton's fire struck home. When the aircraft took fire Morton circled the scene of the crash twice, taking a shot or two with his cine-gun camera.

Meanwhile another member of the same RCAF squadron, F/O George Rogers, Toronto, shot up a locomotive on a sweep over France.

Several hours later F/O L. W. Seath, St. Lambert, Que., returned to the same squadron with the news that he also had shot up a locomotive.

"I spotted a train near Evreux and went right in to attack," said Seath. "It came to a stop almost instantly and the engine gave off clouds of steam."

### BOMB AIMER'S BELLOWS BRING RESCUE LAUNCH

P/O Sinclair Saves Crew Swimming in Sea After Crackup

Swimming a mile in the ice-cold waters of the North Sea, just near a British coastal town, P/O Syd Sinclair, Hamilton, bomb-aimer, shouted so loudly that he brought about the rescue of the entire crew of his Wellington bomber.

Flying in a squadron now commanded by W/C W. A. McKay, Vancouver, the flak-damaged aircraft ditched in the sea after a raid on Essen. They were just coming out of the target area when they were hit by flak. The port wing was damaged and they lost one wing-load of gas. Over the coast the port engine caught fire, and the skipper had to cut it. They continued on one engine, sent out an emergency signal and set course for the nearest airport. When they finally got over land they were down to 3,000 feet.

Efforts were made to contact the field, but when there was no reply the skipper stooged north to where there were more

searchlights and what appeared to be another airfield. It wasn't an airfield, so they decided to fly to the original 'drome and land without permission. Just as they approached the airfield's lights went out, due to the presence of enemy aircraft.

The skipper realised the only way to save the crew was to ditch. They headed out to sea, and as they got over the water the other motor cut out. The skipper managed to make a smooth landing with his wheels down. They were about two miles from shore.

The aircraft sank so rapidly that the boys had to practically swim out of the fuselage. The emergency dinghy was damaged and the crew had to rely on their Mae Wests to remain afloat. The English wireless operator could not swim, and two Canadians—Sgt. George Sharpe, Ottawa, and P/O Keith Patterson, Little Current, Ont.—remained with him while P/O Sinclair swam ahead to get help.

The flyers could see the shore, and that buoyed up their hopes. While Sinclair went on ahead the rest kicked around in the water and shouted continually. (Continued on page 2, col. 4)

### THREE FIGHTERS ATTACK INSIDE FIVE MINUTES

Attacked by three enemy aircraft in five minutes, a Lion squadron Halifax accounted for one Nazi machine and came out of the triple scrap with only minor damage. Sgt. Jimmy McLean, Sydney, N.S., and Sgt. Johnny Albert, Emerson, Man., share credit for shooting down a Ju.88.

As the bomber, piloted by P/O G. P. C. Vandekerckhove, Stony Mountain, Man., and navigated by Sgt. W. A. Williamson, London, Ont., was coming out from the target, Hamburg, it was coned by searchlights for about four minutes. The aircraft shook the searchlight and an F.W.190 came for it. "Our mid-upper gunner and I gave him about 300 rounds of cross fire. We could see our tracers pouring into his nose but we lost sight of him when we went into evasive action," said McLean.

About three minutes later a Ju.88 came in to attack the Halifax from the rear. "The mid-upper and I ganged up on him," continued McLean, "letting him have about 500 rounds

each. Jerry returned the fire with machine-gun and cannon, plugging a hole in our port wing. Suddenly the Ju.88 went into a crazy spin. It was not on fire and it looked as though we nailed the skipper."

The crew were only able to follow the plunge of the Ju.88 for about 2,000 feet because the Halifax pilot saw cannon shells bursting in front as a third German fighter attacked. "He went into a corkscrew and really tossed the kite around," McLean said. "Our wireless operator was hung up by his harness on the ammunition boxes."

On their next trip out to Hamburg the crew had to buckle ice and severe thunderstorms as well as flak. When the machine lost the use of its outer starboard motor the bomb load had to be jettisoned. Vandekerckhove brought the aircraft back to base at an altitude never more than 4,000 feet.

McLean, the rear-gunner, previously had two probables to his credit, over Essen and Duisburg.

WINGS ABROAD

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EDITORIAL

CANADA PRODUCES

ONE day last week a flight of Mosquito aircraft appeared over the horizon near a great airfield somewhere in Britain, circled and touched down. Mosquitoes, of course, are circling British airfields in great numbers every day of the week; but there was something different about these. They were, for one thing, the first Mosquitoes, so far as is known, to have flown the Atlantic; for another, they were the first of Canada's production to arrive in this country. One of them at least was flown by an RCAF crew serving with the RAF's Transport Command.

Two or three days previously a great Lancaster bomber had noisied itself from the runway at Malton on its maiden flight. It was the first aircraft of the production line which is now operating at Toronto for building the finest heavy bomber in the world. "Any day now" — in the words of a Canadian official spokesman — an all-Canadian crew with operational experience on Lancasters, is to fly this first instalment across the Atlantic.

These two incidents were historic occasions. For three years Canada has been turning out — from a much greater production line — aircrews for the victory that is now in sight. But Canada's aircraft industry before the war was not particularly extensive, and the fact that our Dominion is now producing two aircraft which are unquestionably supreme in their respective fields is a tribute to the same genius for organization and efficient administration which made the British Commonwealth Air Training Plan what it is.

The days are gone when it was fashionable to say that "Canada doesn't know there's a war on." The figures deny it unequivocally. Guns, shells, armoured vehicles, motor transport of all kinds and all the other countless instruments of war have been turned out in quantities which have astonished practically every one in the United Nations — except Canada herself. And now first-line combat aircraft are added to the list.

We have always been proud of the "Canada" flashes which we of the RCAF Overseas wear on our sleeves. And our pride has a firm and solid basis. The arrival of Canadian-built aircraft on this side of the Atlantic is one more sign that our pride is being justified by those who work back home. Last week the London Times, during the course of an editorial on Mr. Churchill's visit to Quebec, had this to say: "Canada is a proud and independent nation with aspirations and ideals of her own, with a right to a voice in shaping the common policy of the United Nations. . . The Canadian contribution has from the beginning surpassed anything that was thought possible and it has been poured with a rare generosity into the common pool."

If the men who gathered in 1867 to lay the foundations on which a great nation has been built could to-day visit the stations of the RCAF in Great Britain, or in Sicily, or North Africa, or Ceylon, they would have every right to feel that they had planned wisely and well.

SO, YOU THINK YOU'VE GOT TROUBLES?

Sgt. Duff Needs 46 Women and Six Men To Help Him Keep His House in Order



Gordie Duff, gen man of Records at Overseas H.Q., shows LAW "Daisy Mae" Flaek, of Vancouver, how it's done. In line behind her, LAWs Joyce Wright, Valparaiso, Sask., Helen Gilbert Big River, Sask., and Elaine McDowell, Shawville, Que., wait to consult the oracle.

ABOUT three years ago he joined the Air Force to get away from office work and fly; now he's a sergeant running an office staff of 34 airwomen, 12 civilian women and six airmen.

Gordie Duff is N.C.O. in charge of keeping track of you and your papers so long as you're overseas — you and tens of thousands of other people, officers, airmen and airwomen. The task keeps the 52 people under him busy, and they keep him busy. He likes the W.D.s who now make up the majority of his staff, but privately he admits they're harder to understand as a rule than the airmen they replaced.

From the time he comes off Headquarters' spit-and-polish morning parade to 5.30 in the afternoon, not to mention an average of a couple of evenings a week and the odd full week-end of overtime, Gordie Duff sits at a desk answering the questions of puzzled clerks and examining the forms and lists they bring him.

His knowledge has to be wide and accurate. Beside the tens of thousands of sets of files to keep in order, he has to oversee the recording of commissions, Overseas Orders, Air Force Routine Orders and miscellaneous lists. The hundreds of initials and abbreviations peculiar to Air Force business all mean something to him; the clerks say he's hard to stump. Besides putting them straight about these things all day long,

he has to keep them busy and smartened up generally. Nevertheless, his staff think a good deal of him. Even when he's annoyed over silly questions he stays patient. That's the kind of job it is, Gordie puts up with the grind pretty steadily. He has to. His

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H.Q. working up to this important but unenviable job. Gordie is prepared to take even this situation philosophically. Earlier this summer the strain of his duties put him in hospital for 12 days. He claims it's thinning his hair out, too. This is what being a key man at H.Q. can do to a man, but Gordie has no choice now that he has been finally rejected for air crew duties on medical grounds.

He doesn't look the type to get rattled easily. Though he only plays softball for the H.Q. team now, he used to play senior baseball for the Knights of Columbus back home in Montreal, as well as rugby, hockey and skiing — on the side. He would still trade his desk for a pilot's seat, navigator's table or even a Tail-end Charlie's turret. That was the idea when he joined this outfit, and it still goes.

Gordie did manage to forget about the Chairborne Division petticoat parades and the daily barrage of papers and questions on his last leave. He had applied for 12 days and got nine. He spent them in the Highlands, hunting, fishing and helping the farmer he was visiting to dip his sheep.

After the war he plans on going back — minus medals — to his old job in the cost accounting department of a big tobacco firm. The wonderful thing about cost accounting, as he remembers it, is that you just get ahead all day with a maximum of efficiency and quiet and a minimum of questions.

COMMISSIONED

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RECORD LIST OF GONGS ANNOUNCED LAST WEEK

McAuley and Gosling Get Top Place With Bars to D.F.C.'s

Unusual total of six immediate and 51 non-immediate decorations to RCAF airmen was announced this week. The list included two Bars to the D.F.C., 35 D.F.C.s and 20 D.F.M.s. Awarded Bars to their D.F.C.s were S/L Vincent C. McAuley, Toronto, and F/L Cyril Gosling, North Battleford, Sask. McAuley is the 25-year-old navigator who escaped to the Vatican from a military hospital in Rome and recently returned to Britain in a prisoner-of-war exchange. Gosling, one of the Malta Spitfire garrison who helped knock the Luftwaffe out of the skies over Sicily, is cited for "great skill and determination." At the height of the Mediterranean air battle he shot down five enemy aircraft within a few days.

LAC GRAINGER GETS UP THEM STAIRS

A lengthy corporal and a brief LAC, both of an RCAF Base Accounts Unit, happened to take a room together. Cpl. "Long John" Palmer settled the argument as to what height the mirror should be hung by calmly tacking it to the blind, where it could be adjusted. "Short Order" Grainger, LAC, room-mate and boon companion, didn't argue. Every bed-time after turning out the lights, Cpl. Palmer raises the blind. Every morning LAC Grainger laboriously pulls out the bureau drawers like steps and can be seen mounting them, razor in hand, to adjust the blind.

CASUALTIES

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. J. Donaldson, Sgt., Shallow Lake, Ont.; W. H. Irvine, Sgt., Saskatoon; J. Neidder, Sgt., Humber Bay, Ont.; J. L. Nibbelet, Sgt., Salisbury, Md.; J. A. Smith, Sgt., Hamilton, Ont.; K. B. Langer, Sgt., San Antonio, Texas; C. H. L. Bell, Sgt., Regina; E. H. Brown, P/O, Ottawa; A. A. Gagnier, P/O, Montreal; J. A. G. Clement, F/S, St. Hyacinthe, Que.; L. C. Granna, Sgt., Lacombe, Alta.; A. C. Ewing, Sgt., St. John, N.B.; L. D. Miller, A/F/L, Quebec; R. W. Hughes, Sgt., Kent Bridge, Ont.; W. T. D. McBratney, Sgt., Clair, William, Man.; T. McGrath, Sgt., Vancouver; B. A. McMur, Sgt., Ferris, Cathlamet, Ont.; A. D. Muir, Sgt., Ferris, Ont.; G. W. Roberts, Sgt., Saskatchewan; R. V. Varrick, F/S, Vancouver; J. D. Williams, Sgt., Verdun, Que.; W. H. Jackson, Sgt., McCreary, Man.; N. R. Mitchell, Sgt., Montreal. PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. C. R. Ash, Sgt., Swift Current, Sask.; J. H. Dunning, Sgt., Montreal; W. R. Gilbert, Sgt.; W. A. White, F/O, Vancouver; E. A. F. De Bartok, P/O, D.F.C., Vancouver; J. A. G. Gagnier, P/O, D.F.C., Meleworth, F/S, Toronto; W. O. J. Shapton, F/S, Simcoe County, Ont.; G. J. Strutt, D.F.M., P/O, Shawville, Que.; J. S. Anderson, P/O, Winnipeg; R. McJ. Rattray, Sgt., Hamilton, Ont.; L. Bowman, P/O, Penetanguishene, Ont.; W. E. Brown, Sgt., Toronto; H. Bryden, Sgt., Toronto; G. Carlet, F/O, Montreal; C. E. Carroll, Sgt., Halifax; L. G. Gavathan, P/O, St. James, Man.; L. G. S. Biggar, Sgt., Calgary; L. M. Cowan, Sgt., Saskatoon; H. J. Sel, P/O, Niagara Falls, Ont.; R. W. Dreyer, F/S, Regina; J. G. Durkin, P/O, Winnipeg; F/S, New Glasgow, N.S.; D. C. Harris, Sgt., Montreal; H. R. Hibbard, F/S, Machine, Que.; W. E. Holmes, F/S, Victoria, B.C.; J. Janiszewski, F/S, Montreal; E. E. E. Johnston, P/O, Souris, Man.; W. J. Kaufman, F/S, Souris; G. Luck, P/O, Winnipeg; A. G. Lynds, Sgt., Millerdale, Sask.; A. G. Lynds, Sgt., Saskatoon; J. J. Matthews, F/S, Saratoga, Spa. N.Y.; D. A. Millard, Sgt., Aymer, Ont.; A. A. Miller, F/S, Campbellton, N.B.; E. F. Monroe, F/S, Kitchener, W. S. Pattinson, P/O, Edson, Alta.; G. S. Robb, F/S, Hull, Ont.; R. H. Stewart, Sgt., Cole's Island, N.S.; D. Swansbury, F/S, Little Harbour, N.S.; W. C. Webb, Sgt., Calgary; P. O. Webster, F/S, Vancouver; R. W. Whitley, F/S, London, Ont.; J. A. Wright, P/O, Lindsay, Ont.

STATION TEAM HAS VISIONS OF VICTORY

The softball enthusiasts on the station commanded by G/C D. M. Edwards, A.F.C., former C.O. of No. 1 S.F.T.S., Camp Borden, claim that their team is now a "shoo-in" for the group championship which carries with it a trip to London and crack at the all-England crown. Reason is that another squadron was transferred to their station, and on the muster roll of the squadron were a pitcher and a second baseman, the necessary material to plug the serious gaps in the station team. They pin their hopes on the following aggregation, all of whom played considerable ball back in Canada: Sgt. J. D. McKeller, Radisson, Sask.; ACI E. Genga, Windsor; LAC D. Forster, Regina; LAC A. A. Tobin, Toronto; LAC D. G. Patterson, Toronto; Cpl. D. L. Hutton, Hamilton; Cpl. L. E. McKeller, Radisson, Sask.; Sgt. W. W. Korchesky, Preston, Ont.; ACI E. H. Dalgity, London, Ont.; S/L W. H. Swetman, D.F.C., Kapuskasing (manager); and F/L J. H. Conner, Dauphin, Man. (coach).

A veteran bomber pilot, F/O Geoffrey Turner, Minaki, Ont., who came back from a crash landing in which he was severely injured to resume operational flying, is awarded the D.F.C. He brought his aircraft back to base from one of the July raids on Hamburg with four feet of the starboard wing broken off. Turner's kite collided with an enemy fighter while over the target area. He is decorated for "outstanding skill and determination" in coaxing the sluggish, listing bomber back to safety.

Two more D.F.C.s went to F/L Oliver Brock Robertson, Woodstock, Ont., and F/O Frank Stanley Foyston, Invermore, B.C.

Non-Immediate D.F.C.s

The following officers were awarded non-immediate D.F.C.s: S/L W. F. M. Newson, Calgary, S/L James Bert Millward, Montreal, F/L Edward S. Baker, Calgary, F/L John Gordon McNeill, Calgary, F/O T. J. Martin, Prince George, B.C., F/O Maurice R. McCullagh, Springwater, Sask., F/O E. F. Reid, Regina, F/O J. H. Foy, Brantford, Ont., F/O Douglas D. Shuttleworth, F/O Douglas Lloyd Giggley, St. John, N.B., F/O Alex McClure, F/O R. G. Carter, P/O J. R. Laws, Parkhill, Ont., P/O A. G. Rowe, Toronto, and P/O H. C. Hoover, Yeoman, Sask. P/O G. T. Crossman, Sackville, N.B., P/O Boris O. Bodnar, Winnipeg, P/O R. A. Henry, Toronto, P/O G. P. Vandererkhove, Neuville, France, P/O Earl F. Flanagan, Montreal, P/O M. J. Murphy, Orillia, Ont., P/O W. M. Maxwell,

BOMB AIMER SAVES

(Continued from page 1) The people apparently heard Sinclair shouting as he approached the shore, and sent out a rescue launch. As it reached Sinclair they could just hear the yelling of the other boys. None of the crew felt the chill of the sea until they were in the lifeboat, but they were given a shot of rum and that helped warm them. Back on shore they were rushed to a hotel, where they received a hot bath, medical attention, food and dry clothing. The following afternoon they were flown back to their home 'drome. All members of the crew praised the good work of their skipper, S/L C. B. Sinton, an Englishman in the RCAF.

Jarde's Turf, N.J., P/O Ralph J. Clark, Vulcan, Alta., P/O W. C. Parsons, Cayuga, Ont., P/O R. E. G. Dolby, Milton West, Ont., P/O G. A. H. Stevens, Moreton, B.C., P/O Peter Heaton, P/O T. O. Pledger, P/O E. E. Morgan, Arnprior, Ont., P/O F. C. Cooper, Fox Warren, Man., and W/O J. F. LaFrance.

Distinguished Flying Medal

The following were awarded the Distinguished Flying Medal: F/S Henry E. Patch, Rosedale, B.C., P/O H. H. Richardson, Roblin, Man., P/O Leo M. McKinnon, Revelstoke, B.C., P/O Bruce B. Hosick, Toronto, F/S J. Earl Dorie, Cornwall, Ont., F/S Carl L. Morton, Penryn, Calif., F/S A. C. Paulton, F/S E. P. Fast, Laird, Sask., F/S B. H. Moroney, Creighton, Ont., F/S R. G. Craft, Brantford, Sask., F/S Harry Beckwith, Winnipeg, P/O Frank A. Sutherland, Toronto, F/S F. M. Tutton, Edmonton, Alta., Sgt. James D. Watts, Sgt. J. L. Smale, Toronto, Sgt. B. D. Boynton, Dowling Lake, Alta., Sgt. N. L. Schofield, Rosetown, Sask., Sgt. Ray C. Elliott, Sgt. W. F. H. Roach, Rosthern, Sask., and Sgt. Richard W. Ellis, Rothesay, N.B.

PAY POSERS

Question: Under the new aircrew promotion scheme I have been promoted to the rank of Flight Sergeant according to the list published in Overseas Orders 563-574/1943. When do I get paid for this promotion?

Answer: Overseas Order 563 states that the promotions indicated will be confirmed after August 1, 1943, and that no financial action is to be taken by the RCAF United Kingdom Base Accounts Unit until confirmation is received after that date. The original list in which your name appears represents those airmen eligible for promotion, and no pay action can be taken at this unit until such time as the Overseas Orders confirming these promotions are published.

In this connection it may be advisable to inform you that all pay credits arising from such promotions up to 30-4-43 will be credited to Deferred Pay Account and will be subject to withdrawal as outlined under the provisions of Air Ministry Order A1167/42 only (i.e., periods of authorized leave, marriage, etc.).

It is anticipated that Overseas Orders confirming these promotions will be published in the near future and pay records adjusted accordingly.

PARRY SOUND BOYS MAY GET TOGETHER

Anybody from Parry Sound and vicinity interested in a reunion of former inhabitants now overseas? If so, get in touch with F/L F. R. Davey, c/o WINGS ABROAD, and let him know what form the reunion should take, where and when.

After all, if Flin Flon can do it, why can't Parry Sound?

Birch River, Ont.; W. R. King, P/O, Kingston, Ont.; I. S. Levitt, Sgt., Montreal; J. P. Mackenzie, Sgt., Penhold, Alta.; H. Macmillan, Sgt., Dahliia, Alta.; A. C. McNabb, F/S, Minnedosa, Man.; A. C. Marshall, Sgt., Bindaik, Ont.; E. H. Neilson, Sgt., Verdun, Que.; N. W. Peat, W/O, Toronto; T. W. Peets, Sgt., Belleville, Ont.; H. D. Pepper, P/O, Edmonton; J. A. Pirie, Sgt., Pennant, Sask.; B. A. Richmond, F/O, Vancouver; F. L. Shellnutt, Sgt., Birmingham, Alta.; D. J. Shtitz, Sgt., Portage, La. Prairie, Man.; A. T. Soder, Sgt., Sydney, N.S.

KILLED ON ACTIVE SERVICE

S. P. R. Brault, F/O, Glen Sutton, Que.; R. J. Burnell, W/O, North Norwick, Ont.; W. I. Hereford, Sgt., Nordegg, Alta.; E. J. K. LeClair, F/O, Sudbury, Ont.; S. Rosenstam, Sgt., Newark, N.J.; J. W. Grant, P/O, Nelson, B.C.; R. A. Mathews, W/O, Montmorency, Que.; D. T. Alexander, F/O, Windsor, Ont.; J. S. Banks, P/O, D.F.M., Torbrook, Minn., N.S.; L. A. Boire, Sgt., Napierville, Que.; H. G. Hazen, Sgt., Amherst, N.S.; A. T. Hinton, P/O, East Orange, N.J.; D. H. Kelly, Sgt., Park Beg, Sask.; W. C. Mackie, P/O, Ingleis, Man.; L. C. Mollet, P/O, Toronto; J. C. Nabors, Sgt., Finchley, Oklahoma; D. Y. Turnbull, F/S, Lexington, Ont.

DIED ON ACTIVE SERVICE

D. R. Kelly, Sgt., Richmond, Que.

WOUNDED OR INJURED ON ACTIVE SERVICE

J. W. Larson, Sgt., Regina.

KILLED IN ACTION

E. R. Free, F/O, Toronto; J. J. Hill, Sgt., Buttrick, Sask.; A. R. Webster, Sgt., Wales, Ont.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE

M. R. Derrick, Sgt., Vancouver; A. C. Kelly, F/S, Grand Falls, N.B.; W. Kravac, Sgt., Port Couillard, B.C.



Advertisement for NUGGET MILITARY TAN SHOE POLISH. Text: 'It Shines in the Services NUGGET MILITARY TAN SHOE POLISH for EXTRA Smartness Also in Black & Dark Brown SUPREME FOR QUALITY'. Includes a small logo for the product.

Advertisement for KOLYNOS! of course. Text: 'In the Land of the Maple they SWEAR by KOLYNOS! of course'. Includes a cartoon illustration of a man's face and a small logo for the product.

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST

# SHORT SQUADRON FLASHES

## MORE THE MERRIER

By LACs DOUG, HAROLD and CEC. WOLFF

SEVEN come eleven—and eleven it is! Led by S/L E. S. W. Cowan, of Ottawa, a member of Canada's P.F., F/L Maurice W. Gibson, from Picton, Ontario, and Lt. M. F. Tague, of Jackson, Miss. and Rolla, Mo. (how these Amerks do get around), a Yank doing duty with the RCAF and nattily attired in the uniform of the U.S. whilst doing so, eleven new faces rolled into camp last week bound for duty with the Swordfish Squadron. The other eight beaming pans come complete, at no extra charge, as part and parcel of Sgts. Jim Jobe, Glace Bay; Pete Clarkson, Montreal; Ken Roche, Edmonton; Art Slater, Fort William; Bob McCloy, Edmonton; Bob MacGillivray, Silver Park, Sask.; M. R. "Jonesey" Jones, London, Ont.; and still another one of our good neighbours to the South, Sgt. Russ Urban, of St. Louis, Mo. Hi-de-hi, men—glad you're here!

Latest departure from the squadron to satisfy a yearning for the feel of a joy-stick is LAC R. G. Ward, of London, Ont. All the best, Jimmy, and may all your landings be three-pointers.

"And now, in-deez and gennelmen, your atten-shun, please. Coming out of chute No. 7 astride the unbroken, never-before-ridden "Innocence" is—"Hop-along" Pegden. Wild cheers. This was a scene from a Western rodeo brought to a nearby town recently when Lansing's F/S Peggy Pegden was tempted by the presence of an unattended, unattached, innocent-looking nag to go for a trot along the bridge path. At first old Dobbin balked, but after a lot of coaxing by co-conspirator Sgt. Norm "Happy" Hastings, of Vancouver, the erstwhile timid beast let loose with all the bucking and twisting of a rodeo broncho. Needless to say, the surprised Peggy was chair-shy for the ensuing week. We never knew that a fellow's dignity being hurt kept him from sitting comfortably.

SPORT: Now on the home-ward stretch and striving hard for something better than an even break in games played during the season, the Swordfish "Slickers" softball team are currently riding on the top of a three game win streak. For the one and only encounter in the past seven-day stretch credit them with an 8-6 win in seven innings over the Essex Scottish and give the orchids to the Swordfish batting leaders. Cpl. Sandy Sand, of Toronto, and LAC Joe Fitzgibbon, from Winnipeg, and a newcomer, LAC McVety. This trio, batting in third, clean-up and fifth spot respectively, collected a tidy eight hits between them. Sand again sparkled behind the plate and wound up with two hits for three times at the home dish. McVety, who drove in two runs and hit for the circuit, had a perfect three for three night, while the ever-reliable Fitzgibbon, in addition to running half the playing field to make the catch of the evening, turned in a three for four night at the plate. Special mention also of F/O Bob (Montreal) Gauthier's evening's work from the pitcher's box. Although Robert found himself in trouble in the 7th innings, when a homer was yielded with two on, he pitched steady ball for the other six and wound up with eight hits against him.



**INDIGESTION?**  
-no thank you!

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

Read what this soldier writes to us:—

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

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

Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorland's—that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc.

Sold at all Chemists, 1/5d., also in Bjd. packets (incl. tax).



They never change whether they're in Canada, Britain or India. Even in the desert they can dream. Cpl. W. G. (Bill) Havers, Kitchener radio mech, is doing all right in India as he and Pte. Begum Pasha Shah, the only Arabian girl in the W.A.C.I., introduce themselves. (Official RCAF Photograph.)



IT was the rear-gunner's first op., and he wasn't very happy. He didn't mind the searchlights, he could stand the flak; but why did the skipper have to fly the Wimpy all over the sky? A few minutes later, besides being unhappy, he wasn't feeling so good. So he opened the escape hatch to—and tracers came pouring up at him. A Ju.88, 750 yards out, was coming up fast and firing all the way.

"I forgot about being unhappy," said F/S Dick Boyer, Montreal, "and started firing. As the fighter came up and curled around the Wimpy I got in three good bursts and saw strikes dance along its nose. I thought Sgt. Moe Cousion, Montreal, in the front turret, used up all his ammunition in one long blast at the Ju. It dived down and disappeared. We were credited with a probable."

That was Dick Boyer's first op. He did one more over Essen and then went out to the Middle East. He did his first flight from Malta, and his most recent flight was an attack on enemy troop concentrations as the Eighth Army pushed on to Tunis. For the most part their job was to blast enemy transport and harass communications. On this job their unit, and other squadrons in the area, got to know a troublesome enemy A.A. battery and tagged it "Little Eric."

**Eric Hit Back**

Coming back from raiding an enemy airdrome, they saved two bombs for "Little Eric's" area. After dropping them they felt two brummp-brummps. They didn't get "Little Eric." Over the sea one engine quit and they jettisoned everything in an attempt to make a nearby airdrome. The skipper, P/O (now F/L) "Dobby" Dobbin, D.F.C., Westerner, brought the Wimpy down in the sea 100 yards from the shore. They waded in and walked to a South African airdrome.

Dick wears a metal Maltese cross on his tunic, proof that his squadron spent two months in Malta.

The gang in Sgt. A/G Frank McIntyre's hut at a Whitley O.T.U. were all up before reveille the morning Frank filled his lighter. At 5 a.m. they were jolted awake to a blood-curdling scream of "Fire." One sleepy Joe spread the flames with a well-aimed pail of water. They finally got it out, but can't figure why Frank fills lighters at 5 a.m.

These boys, now graduated, are sergeant air-gunners: Bill McMahon, Winnipeg; Jack Mercer, Vancouver; Charlie Lambert, Toronto; Nell Martin, Toronto; Wally Hanil, Windsor, Ont.

Everybody at a Wimpy O.T.U. loves Sgt. Courte, even if he does come from two farms outside the Hamilton city limits. He gets more popular every time the roast chickens arrive from the girl friend. Courte wasn't so popular the night he took a shower and forgot to remove his uniform and made puddles on the barrack room floor.

Other boys who trained with Courte and ate his roast

## RECEPTION DOWNED BY EQUIPMENT 7-2

In a closely played game of baseball at an RCAF reception centre Equipment scored a 7-2 win over the Reception Wing. Equipment out-hit the losers eight to ten. Woods pitched good ball for the Reception crew until he was relieved in the seventh by Thomson. Ashton led the winners' hits with three clouts, and Nichol and Hebert were best for the losers at bat. Mannion and Falconer were brilliant afield for Equipment, with Kelly shining for Reception.

Line up:— Reception Wing: Galbraith, Hebert, Kelly, Thomson, Mitchell, Howie, Glover, Woods, Nicol.

Equipment: Craig, Falconer, Ashton, Moss, Kruger, Gordon, Mannion, Robinson, Levitt.

## FAREWELL PARTY

By LAC LLOYD C. WRIGHT

ONCE again we bid farewell to six of our most popular members. These lucky lads, away for aircrew training, are none other than Sgt. "Tiny" Hughes, our well-beloved "Discip.," hailing from Diamond City, Alta.; LAC Don Scott, former WINGS ABOARD correspondent, who calls Seaforth, Ont., his home town; LAC Dunc Row, our veteran photographer, who comes from Brockville, Ont.; Cpls. Walt Slack, Ottawa, and Tommy Atkinson, Kenistow, Sask., two of "B" Flight's ace fitters; and LAC "Legs" Frazer, Winnipeg, the boy we're going to miss on our next hockey team. The walls of the local resounded as the boys "went to town," with Charlie Trotman and Don Scott giving the added touch with the drums.

Comings and goings have been all the rage the last few days. In addition to the boys going aircrew, the lads away on postings include Cpt. Jim Haley, Mortock, N.S.; AC Andy Gallagher, Montreal; LAC Jimmy Bremner, one of the veterans of the squadron; LACs Cutmore, Cameron, Taylor and Mombourquette; and LAC Richard George, the latter recently transferred to the American Forces.

P/O "Red" Wilkes, Lacombe, Alta., and P/O "Junior" Jones, Vancouver, two popular officers who have been with the squadron for quite some time, have also gone, and our very best wishes go with them.

## Bienvenu, Boys

Now we extend the welcome hand to Cpl. Lloyd Udell, Aymler, our new pay accountant, and also to LAC Ernie Pile, London, Ont., and AC Johnnie Egli, Montreal, brand-new arrivals from Canada, who will, we hope, grace the Orderly Room, with their presence for some time.

## Heard and Seen About the Squadron.

"Cy" Cybulski is now wearing the rank badge of Flight Lieutenant—congratulations from all of us; F/S Glen Campbell making sure that "Tiny" had his correct home address; Cpl. "Incubator" Phillips mapping out a brand-new campaign for his leave (it looks pretty good, too, providing they don't get their heads together); Sgt. Macready with a broken ankle (bicycle trouble, we presume); Cpl. Reg Nezol with something on his upper lip (proves to be a moustache on close examination).

## WHITLEY O.T.U. GRADS

The following sergeant air-gunners have completed training at a Whitley O.T.U. and are going to a Conversion Unit: Ken Wideman, Edmonton; Stewart Shoemaker, Vancouver; Bob McNeil, Edmonton; Bud Storms, Edmonton; Ross Garrick, Toronto; Vern Jessup, Toronto; Ross Stanley, Vermilion, Alta.; and Norm Paisley, Sask.

## "Three Men in a Boat"

Mac managed to bring the Wimpy down okay on a misty, moonless sea. It sank almost immediately, taking two of the crew with it. Mac and the navigator located their dinghy, and picked up the rear-gunner 45 minutes later. They drifted for five days in the dinghy with nothing but half a bottle of water and some energy tablets between them. Finally they were picked up by a native sailboat and brought safely to a South African unit.

**BAS(E)IC NEWS**

By JIMMIE GUNN

**BOMBER COMMAND** lays an egg: Real eggs may be scarce, but an increase in the local complement of "scrambled eggs" heralded the arrival of G/C R. C. Gordon to command one of our base stations. Incidentally, we roused a hornet's nest by describing the station in question as a satellite in a recent column, when actually it is the centre of a local solar system of its own.

G/C Doug. Edwards has left for a spot of leave in London, but it is feared he will be back in time for the next weekly parade with a few new ideas on drill. Also receiving his mail for a few days at a swank Park Lane address is the Base Adjutant, F/L N. Carrie, while LAC Dick Coffey has hied himself off to London to celebrate George Drew's progress in the recent Ontario elections.

"Black Mike" is about to become an official title. Air Commodore McEwen is having his "wee Scottie" registered in that name at the Kennel Club—which will arouse memories of alumni of 3 Training Command, Eastern Air Command and Newfoundland.

Into the realm of the "spooks" goes LAC Wally Perchaluk, who has been placed

**R.C.A.F. OFFICERS' UNIFORMS**

MADE TO MEASURE IN TWO DAYS

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ALSO STOCK UNIFORMS

## A DIFFERENT PARTY

By BUD JAMES

IT was described by our historian, P/O Pete Dormand, as the crowning achievement of our squadron's social life. He was referring, of course, to the party held a short time back in the camp Naaf.

Ordinarily squadron parties follow a standard routine, which goes something like dance, drink, dance, drink, dance, drink. Our erstwhile contemporary squadron, the Goose boys, who—bless their souls—have left us to do bigger things, departed slightly from this sequence and included "break" in place of dance. Consequently those who wanted to partake of a few potables had to bring their own crockery.

**Izzard the Genius**

Our squadron party was different also, but in a more desirable way. F/L Izzard, the guiding genius behind the do, snatched enough time from his duties as signals leader to write, produce and direct a cabaret which was the highlight of an evening full of highlights. Joe Ozad, of the orderly room staff, looked like a real toff in goup and fish as he did a masterful job of emceeing the entertainment. Chet "That Old Gang of Mine" Calcutt and Frank Watkin also deserve bouquets for their work, as do F/S Dann and F/L Hensby, who looked after the technical and monetary details.

Paul Pura, Brownie Brown and Pat Paterson, of the Signals, Orderly Room and Photo establishments, are now head walls and sergeants. Recently promoted to corporal are Flight Mechs. Hucal, Jenkins and Keighan

## Bicycle Casualties

The Base warrant officers have had a successful week on operations at the "locals" in the district. Seen bicycling off for a "pub strafe" the other night were W/Os Norm Zaccour, Ken Jordan, Stan Whitehead, Joe Tumilty and "Slim" Hackney. Though operations were completed successfully, we regret to have to announce the following casualties on the homeward journey: Two bicycles, one badly bruised knee and five damaged dignities.

Local boy makes good: LAC Jim Mathison received a copy of the Fertile Valley Enterprise the other day. Occupying a prominent place on page three was a picture captioned "Air Commodore 'Black Mike' McEwen." Congratulations on making the big time, sir.

The sergeants' mess had a "do" the other night. Among those teaching English lasses how to dance were Air Commodore McEwen, W/C "Ernie" Emond, W/O "Gin" Slinn, F/S "Leather" Leatherbarrow, W/C A. C. P. Clayton, Sgt. Dave Cassils, Sgt. Tommy Plunkett, Sgt. A. Barrable, Sgt. J. Wilson and F/S Ken Olson.



Crew of a Sunderland of an RCAF Coastal Command squadron look out from the back of the truck which is taking them to their flying boat. (Official RCAF Photograph.)

PAY TABLE CRUMBS

GREETINGS, folks! Due to leaves, postings, etc., we've deserted the scandal-sheet for a fortnight, but we're back with bigger and better (I hope) "pay-crums."

Congrats. to the many recent LAWS around U.K., and a hearty welcome to our new recruits and hope you'll enjoy work with the Camucks.

Back from the land o' the Shamrock after enjoyable leaves are LAWS Warren, Vannier and Brownlee with a few added pounds after feasting on those rare things called ice-cream, bananas, oranges, etc.

The morons of "No. 3" were unhappy the other night on returning home to find their dwelling ransacked. Some valuables gone, but No. 3 fooled 'em, as their peanut butter loot was securely hidden!

Things are still bright in the sports world. Last Thursday Knights beat the M.T. to the tune of 25 to 9.

Remember the "Pied Piper" dodge of S/L Seidel's? Well, that, plus Mrs. Patterson, jacked our score of blitzed mice up another one last week.

ARMORER ARMS 'EM ALL

F/S Louis Coallier, armorer with the Tactical Air Force, was on leave in London last week. Coallier landed here way back with the old 110 City of Toronto Squadron.

THIS LIFE WE LEAD.

THE FOX TALKS

By THE THREE STOOGES
WING Commander McKay's Fox Men sounding off again. Did we tell you in our scoop of a week ago, or did we tell you? S/L Moore's execution—beg poddin!—wedding happened Saturday. Congratulations from the mob.

Our correspondent from Earwigg Hill informs us in a special despatch filed week before last that public nuisance is being created on the Hill by P/O Warwick, Officer i/c "Shaky-Do's."

The Station Concert Party is still rehearsing. An evening of varied and delightful entertainment is to be provided soon.

Some Odds and Ends

LAC "Spitzie" Getz, Beausejour, Man., is spending a lot of time in Leeds; could be the cinema palaces, but it ain't Charlie Royer, Quebec, and "Jock" Gaudet, Amherst, N.S., have taken a spot of leave to rest up from their very active social life hereabouts.

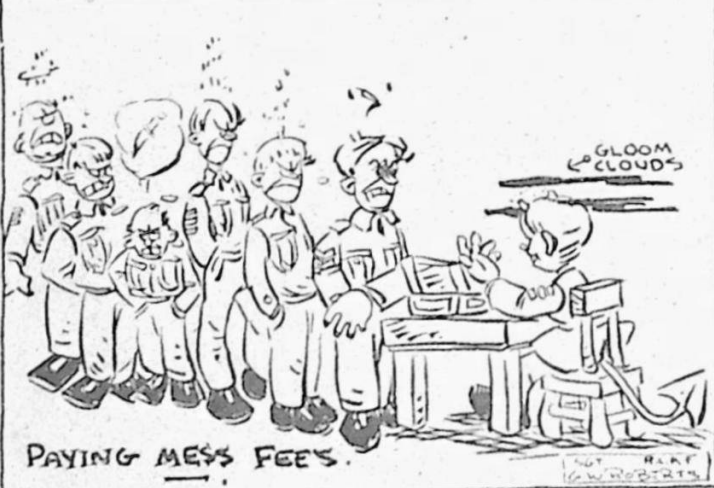
Incidentally, as "dirt" is becoming increasingly hard to dig up, readers are invited to contribute to this column. Material will be received at the squadron Discip. Office, and prices paid, of course, will be "dirt cheap."

YOU'LL FIND HIM FLYING

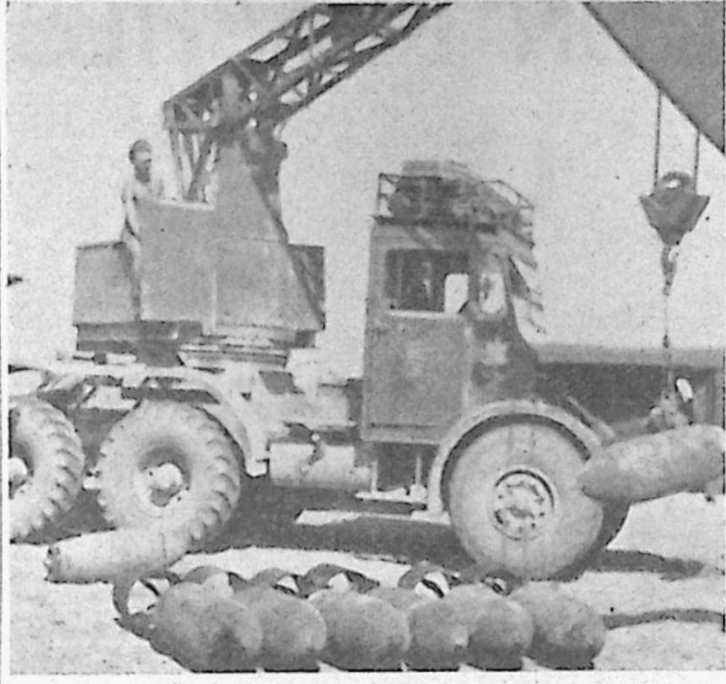
When F/L J. H. Conner, Dauphin, Man., can get away from his adjutant's desk, he's flying around the English countryside in one of the squadron's aircraft.

He recently accompanied airmen on mock bombing exercises over London. "That night the searchlights and fighters really made it tough. A Jerry wouldn't have stood a chance," said Conner on his return.

A Matter of Money



Sgt. G. W. Bill Roberts, the originator of the above effort, files with the Lion Squadron of the RCAF. Bill has had several of his cartoons accepted by big dailies back home.



Groundcrew members of an RCAF Wellington squadron in North Africa sort out the canned death that their flying mates will deliver later on various milk-and-mail runs to Axis bases around the Mediterranean.



NORTH WALES M.U.

By Phil Wright
AFTER a week of "square bashing" a set of overdue corporals' tapes now adorn the tunic of Hugh Beith.

Tommy Horn and Kenny Keife are the latest to obtain their Group "A" trade test at Birmingham, putting them in the extra two-bit class.

Happy thoughts accompany a number of boys who will report for air-crew training shortly. Jack Knox, Roy Adams and Bert Lawrence were among the celebrities in the local recently and took the good news in appropriate style.

SOUTH WALES M.U.

By Lovey
ANOTHER week goes by and leaves in its wake more choice bits of interest to all the lads (I hope).

Two weeks of square-bashing ought to whip Al Smith into shape. You'll be able to crawl around the diamond.

Congrats to Jack Bailey, who now ranks with the "A" Groupers. Most have saved one of those "aces in hole for Birmingham."

YORKSHIRE DOINGS

By Moe Aspler
SCOTTY GOURLAY of Calgary has been putting in some leave hours of late. Recently he spent some 16 days in Scotland.

On a visit to London not so long ago Doc Maggs of Sarnia ran into an old University of Toronto chum, Ken Murray, of Wingham, Ont.

How to get Bennie McLean, of Cape Breton, mad: Address him by the title of "Acting Corporal."

NORTH ENGLAND

By Hank Forbes
THIS week the boys turned out in force to the station dance. Within a few hours our NAAFI looked like a Dodge City saloon.

Seen by our scouts: the irrepressible Cpl. "Sandy" Sanderson raising a mildewed sweat-shirt and boastfully plucking hairs from his manly chest; grown men, wandering about with their ties shorn at the knot, wearing the severed portions dangling from their starboard breast pockets;

We haven't laughed so much since our floor wax was lost on inspection morning.

BIG HEARTED S.P.'s

By F/L PETE MARSH

A FEW quick newsbriefs from the Thunderbird Squadron commanded by W/C L Crooks, D.S.O., D.F.C., the first and best of which are the announcements of the awards of D.F.C.s and a D.F.M. to S/L Bert Millward, Sherbrooke, P.Q., one of our flight commanders;

The service police in the RCAF are getting more and more human every day it seems. The reason for the above statement arises from the following story about one of our LACs who overstayed his leave for a couple of days.

Softballers Do Well

The Thunderbird softball team is now well on its way to the district championship with a very decisive score of 16-3 over the toughest opposition in the league.

A short note of greeting is in order to F/O Len Merrifield and his crew who wrote us a very newsy letter from Africa. Your letter has passed through all the sections here, Len, and was much appreciated.

NOW AT WIMPY O.T.U.

Here are some Canadians now on course at a Wimpy O.T.U. They are Sgt. A/G Jack Adamson, Hamilton; Sgt. A/G Baroni, Manitoba; Sgt. A/G Sorge, Amherst, N.S.; P/O A/G Rimmer, Ontario; and P/O A/G Haddelsey, Ontario.

NEW LEAVE CENTRE HAS BEEN OPENED

A new Y.M.C.A. Leave Centre was officially opened on August 9 at Harrogate, Yorkshire, when H.R.H. the Princess Royal inspected the premises after delivering a gracious dedication address.

Already the new centre has become a favourite with Canadian airmen on leave. On a recent evening 143 RCAF men were put up at the centre, which has a bed capacity of 103.

Dedication ceremony was attended by A/V/M G. E. Brooks, A.O.C., Canadian Bomber Group, Air Commodore B. F. Johnson and commanding officers of RCAF stations, including Group Captains D. Edwards, C. J. H. Plant, H. M. Carscallen and F. A. Sampson.

THE FOG HOGS

By Sgt. LACY

THE softball situation is belatedly becoming an organized affair. At a recent meeting it was decided to run a four team schedule comprising two teams from the airmen and one each from the sergeants and officers.

Three games were played during the past seven days, the first being won by the airmen, who were playing the officers. After breezing through that slight opposition they repeated the performance by winning from a scratch team that the sergeants gathered together.

One of the highlights planned for next week is a game between the WAAF and the airmen. It should be a riot of fun—how about it girls?

"Auld Lang Syne" Again

Again this week we sing "Auld Lang Syne." Every week we seem to lose more of the old-timers. This time we say hail and farewell to S/L Hawkins and to F/L Bradley.

Workshop section had a highly successful social at Jock's the other evening and, judging by the hilarity displayed in the local afterwards, the party must have been a wow.

Cpl. "Mickey" McKee is laying plans for a "48" spent on fishing. Mickey feels strongly the call of the wild and has built

WILLOW TREE BLUES

By ARTHUR "PETE" LESSARD

WELL, folks, we are again G/C J. L. Plant. First, distinguished visitors this week: Air Marshal H. Edwards, C.B., A.O.C., RCAF H.Q., and A/V/M W. A. Curtiss, C.B.E., D.S.C., D.A., O.C., RCAF H.Q.

All were sorry to see our old Goose Squadron friends leave. Unfortunately, it had to be. If incoming squadrons live up in every way to high standard set by their predecessors they'll be a grand lot. Good luck, Goose Squad, and welcome to the new.

The Battle of the Airmen's Mess is gradually being won, not without, however, some strenuous resistance being put up by the enemy. One nice strategic move was the grand feed of last Wednesday; we'll all remember that meal for some time, and it seemed like home. Credit is hereby given to all concerned.

Pigeon Respirator

R. J. "Slim" Howat, Calgary, Alta., Roaring Lion Squad, rigger, is reported to have devised an anti-gas respirator for the use of our homing pigeons. Latter should be more comfortable from now on during our anti-gas exercises, and our genial friend "Slim" should receive some decoration or other from the S.P.C.A. (Note: this item not to be taken seriously.)

Equipment stores section, under steady leadership of F/L G. C. McLeod, Port Elgin, N.B., continues to "hit on all sizes"; one of its stalwarts, Hank Delesalle, Vancouver, B.C., popular clothing stores Joe, has just returned from hospital and reports having enjoyed every moment of his well-earned rest.

In the first round of the district elimination series our station soft-ball team suffered a 12-9 defeat at the hands of our satellite station rivals. The latter could easily have been defeated by any of the three leading teams in our own station league. The trouble was too much P.T.I. personnel in the spotlight and not enough baseball brains at the helm.

Workshop section had a highly successful social at Jock's the other evening and, judging by the hilarity displayed in the local afterwards, the party must have been a wow.

himself a neat canoe. In this he hopes to tempt the cautious little fishes into a frying pan. Another aspect of this trim little craft is the romantic trim. What could be better than canoeing around the Lough on a soft August evening with the lady fair, a guitar humming a haunting melody! Later, with dusk falling, a crowd around a camp fire on the beach, singing the old favourites.



but when it comes to shaving—these are my objectives...

- Speed—Sport gives the slickest and smoothest shave any man can get.
Comfort—Sport is soothing. After shaving rub in what remains—it protects against exposure to wind and sun.
Convenience—no water or brush to bother about. What a boon that is in cold weather!
In fact I never get sore about shaving because I never trust my chin to anything but—

Sport BRUSHLESS SHAVING CREAM for speed and comfort In Tubes and Jars

# FLIGHT ENGINEER WINS GONG FOR REPAIR JOB

### Works More Than an Hour To Get Bomber Back From Le Creusot

For a fast efficient job in repairing a broken oil-line, thus saving his bomber, Sgt. George Falloon, Smeaton, Sask., became the first Canadian flight engineer to win the D.F.M.

The bomber was hit by flak during a raid on Le Creusot. The cable controlling the supply to several petrol tanks was broken and oil seeped into the fuselage.

Realising that unless the leakage could be stopped the chances of getting back to base were slight, Falloon went about his job as flight engineer.

He cut his way through dozens of brackets supporting the carrier for insulated electrical wires, and removed several sections of pipe from the side of the fuselage. "Luckily," he said afterwards, "I knew I had plenty of time, unless one engine packed up quickly."

While the wireless operator held the cables safely out of the way, Falloon swung the crash-axe to cut through the fuselage. The hole was not large, but he crawled through and for an hour disappeared into the wing.

When he came out, filthy with oil, he was gasping for petrol and monoxide fumes. Several times later during the trip he went back into the wing to make the required periodic tank changes.

"I thought I'd better have a look at the landing-gear, too," he said afterwards. "It might have been hit by flak."

Fortunately, it had not been hit.

Sgt. Falloon is of Irish descent, born on the family farm at Strasbourg, Sask., in 1904. Married two years ago, before leaving for overseas, he has a daughter whom he has never seen. His wife is living at Brandon, Man.

He came overseas as a fitter, and for a lengthy period was attached to Coastal Command's Demon squadron. He remustered to flight engineer a year ago and has had 11 operations.

He made his first trip with bombs aboard on the night of May 23, when Dortmund was the target. With the exception of Le Creusot, Cologne, and Hamburg, all his trips have been to the Ruhr. During one busy session he and his crew were out four nights out of six.

Sgt. Falloon doesn't consider that he did anything "special" in hacking his way into the wing of his bomber on the night of Le Creusot, though he admits it was a bit out of the ordinary.

"I didn't like the idea of bailing out or ditching, and the kite had only done three trips," he says.

But his crewmates are appreciative. "It's seldom that flight engineers are in the limelight," said his captain, a New Zealand squadron leader who himself wears the ribbon of the D.F.M. "but it means everything to a crew to have confidence in the engineer. We would not have got home unless George had gone into the wing, and it was his own determination that made him do it. It was a damned fine effort."

### AGONY ITEM

Hungry for "any Canadian gen that may be floating around" and, incidentally, for Canadian cigarettes, P/O G. Morrish, Regina, Sask., writes from North Africa that there are about 15 Canadians in the vicinity, all complaining about the same shortages.

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in those extra touches  
**CANADIANS DEMAND**  
in their  
**OFFICERS' UNIFORMS**

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W.C.1. Phone: CHA 7784.

### ANOTHER CASE OF SHATTERED NERVES

A shrill scream pierced the still night air at a North England station. It was the voice of a terrified woman. The radio mechanics sleeping in their hut were awakened.

A few moments later Gordie Burniston, fresh from a two weeks' course, stumbled sheepishly into the hut. "Why didn't somebody tell me we'd changed billets with the WAAFs," he moaned.

Next day he refused to comment on the rumour that the girls had asked, "Are you man or mouse?" before screaming.

### GAUNT WILL END TOUR WITH RCAF

When squadrons of the RCAF Bomber Group take to the air it is not unusual to see included in the crews' airmen wearing the uniform of the USAAF. Second Lt. Stan Gaunt, Pascoag, R.I., is one of those Americans who have recently transferred to their home forces but must await completion of their tour before actually joining their countrymen.

Stan was serving as an N.C.O. pilot with the Thunderbird Squadron when his transfer to the USAAF became effective. He has 13 ops to his credit and was awarded the D.F.C. recently for a feat which produced one of the strangest happenings in the squadron's records.

Over Dusseldorf Gaunt's kite was badly shot up and fired by flak. He gave the signal to abandon aircraft. The rear-gunner, Sgt. C. McCracken, Fredericton, N.B., and the bomb-aimer, Sgt. "Whitey" Fadden, Seattle, Wash., were the first to go.

The rush of air through the opened escape hatch blew out the fires before the rest of the crew could jump. Gaunt decided to try to make base, even though he had no rear-gunner and an enemy night fighter was in the vicinity. For half an hour he took violent evasive action to avoid the fighter, and finally succeeded. Back over his base he made a good belly landing.

The two crew members who bailed out landed without injury and are now prisoners of war in Germany.

### REMUSTER IS QUICKER NOW

#### Courses are Taught to Fit RCAF Ground Crew For Aircrew

The time required for a remuster from ground crew to air crew has been shortened considerably in recent months. Where formerly this process took from eight to ten months, now only two or three months are required.

Every encouragement is being given to members of ground crew to remuster to the actual fighting part of the service.

Those men selected for air gunners, flight engineers and navigators-radio must be trained in this country. Generally, other air crew trades go back to Canada for training.

Academic requirements, which in the earlier days of the war stood in the way of men who came into the Air Force as ground crew going directly into air crew, have been relaxed. As long as a man can pass the pre-air crew selection tests and is medically fit he is acceptable for air crew duties.

#### Especially Designed Courses

Pre-air crew educational courses have been especially designed for airmen who lack the educational standard required for air crew training. The courses include mathematics, science, English, signals, aircraft recognition, and progress of war study. On successful completion of these studies personnel are educationally qualified to undertake the air crew training of the Royal Canadian Air Force.

These pre-air crew educational courses are given by educational officers and N.C.O.s on RCAF units. Airmen not reached by these instructors are offered correspondence courses, which may be obtained from the senior educational official at RCAF Overseas Headquarters.



Three seriously ill seamen are brought to civilisation at Ceylon after landing on an Indian Ocean island, where they were picked up by a Catalina flying boat of a Canadian squadron. One of the victims is being helped from the rescue aircraft to a launch to be taken ashore. (Official RCAF Photograph.)

### SQUADRON'S FIRST D.F.M. GOES TO SGT. D. SMITH

#### City of Brantford Pilot Brings Bomber Home Despite Difficulties

City of Brantford Squadron's first D.F.M. was awarded last week to Sgt. Pilot David McMaster Smith, Winnipeg. Cited for displaying "great skill and resource in harassing circumstances," Smith brought his Wellington down in Britain without landing gear after being attacked by a German fighter while returning from a raid on Gelsenkirchen.

Smith was over the coast of Holland when a Nazi night-fighter came at him, lacing the bomber with a burst of cannon and machine-gun fire. The WOP/AG, Sgt. R. Abbott, Venezuela, was wounded in the leg and ankle, and the bomb-aimer, F/S Doug Nelson, Buffalo, N.Y., was hit and knocked out. All the wireless gear was put out of action and the landing wheels, hydraulically controlled, were jammed in their "up" position.

Most pressing danger was the flame raging along the fuselage. If it couldn't be snuffed out the aircraft was certain to crash, and there was no chance of bailing out. For one thing, Sgt. Smith's parachute had been shot out of the kite when the enemy cannon shells struck, and F/S Nelson's chute had been torn to shreds by the same burst. Their wireless was, it was almost useless to land on the Channel, because there seemed very little chance of their being picked up without being able to radio their position.

#### Dived to Douse Fire

Smith got rid of the fire by diving his crippled Wellington 8,000 feet, then made good his landing.

He didn't know until they landed that the intercom had been knocked out and quickly repaired by Sgt. Abbott, who kept his injuries secret until after they had landed.

"I didn't want to bother you with a lot of unnecessary worries when it wouldn't do any good," he said later.

Smith and his crew are veterans of eleven operational sorties, mostly on targets in the Ruhr. They have been to Lorient, Wilhelmshaven, St. Nazaire, Dusseldorf, Aachen, Mulheim, Wuppertal, Bochum and Hamburg. He took his elementary flying training at Virden, Man., and got his wings at St. Hubert, Que.

### CURTIS IS LATEST CEYLON ADJUTANT

Some call him "Curt," but to nearly everyone on his station in Ceylon F/L John Urquart Curtis, Oakville, Ont., is just "Adj."

Newly-appointed adjutant of the RCAF Catalina squadron in Ceylon, F/L Curtis is one of the "movingest" in the administration officers in the Service.

He joined the Air Force after a year as a private in the Lorne Scots Battalion and did a month's sentry duty at the outbreak of war. After his RCAF training, Curtis was posted to the Air Observer School at Malton.

Coming overseas in February, 1942, with a Canadian fighter squadron then commanded by S/L R. B. Newton, D.F.C., he served at no fewer than 18 different stations in Britain with his squadron. He joined the Catalina squadron in February, 1943.

### TUCK GETS TOUGH

Most of the pilots flying fighter-bombers in Sicily have been shooting up road transports and truckloads of men and supplies behind the German lines. But to P/O George Tuck, Windsor, Ont., these flyers are so many general practitioners. Tuck himself is a specialist, and his specialty—gunning officers' staff cars.

Says the newly-commissioned pilot: "The trouble is that German and Italian officers must be nervous. As soon as they see us coming they pour out of their cars—like bees from a hive—and dive for the ditch.

"Still," he moralises, "I've managed to strafe quite a few, and even if I only destroy their cars I feel that a long walk home won't do their morale any good."

### MORE AIRMEN HAVE ARRIVED FROM CANADA

#### Several Former Athletes Are Among Latest RCAF Contingent

Every province in Canada and many of the United Nations were represented in a contingent of air and ground crews which docked recently at a United Kingdom port. Predominantly Canadian and American, the draft included British, Australian, New Zealand, Polish and Czech airmen.

In the RCAF group were several prominent athletes. Among them: F/O Herb Westman, Montreal, star punter with McGill University's championship football team of 1938, P/O Roy Tranter, Peterborough, Ont., a well-known tennis player, Sgt. Henry Legault, Sherbrooke, Que., who played hockey with the Magog Seniors, Sgt. Hugh Sloan, Cardston, Alta., former Dominion amateur lightweight boxing champion, and Sgt. George Hanson, Moose Jaw, Sask., who was sub-goalie on the Miller hockey team of 1938-39.

#### Back For More

F/L Jack Watts, D.F.C., Hamilton, Ont., and F/O Ted Chandler, Toronto, were among the veteran flyers returning from furloughs in Canada. Watts has seen action in the Middle East, while Chandler, who cracked up in December, 1941, was returning overseas after a rest period.

Other well-known Canadians in the party included F/L Ross Winter, Kingston, Ont., an educational officer who used to be connected with the extra-mural extension courses at Queen's University; Sgt. Jerry Friedman, Winnipeg, who used to play hockey with Montreal's M.A.A.A.; P/O Boris L. Rabzak, Toronto, violinist; and P/O Bill Cotton, Victoria, B.C., a well-known table-tennis star.

### THIS BALL TEAM ALSO KILLS JAPS

Eight Canadians on a Royal Air Force Hurricane squadron and an Englishman from the same unit make up the "champion baseball team of Ceylon."

Leading the line-up and catching is Sgt. George Murray, Penatanguishene, Ont. Pitcher is F/O George C. Bate, Saskatoon, who at a recent game smacked out the only home run. He has three enemy aircraft to his credit as a fighter pilot—a Savoia 79 during a convoy patrol in February, 1942, in the Middle East, and two Jap Zeros in Ceylon in April, 1942.

Sgt. Neil Mills, Fredericton, N.B., second baseman, is a heavy hitter, and, besides, he has 225 hours in Hurricanes in his log-book.

The shortstop is P/O Freddie Whittaker, of Manchester, England, who picked up baseball from his Canadian friends and gains high tribute from them for the standard he has reached.

W.O. G. R. Bishop plays first and Sgt. G. H. Easton second. In the left pasture roams F/L D. A. McDonald, St. Thomas, Ont., a flight commander of the squadron. The centre fielder, F/O Bill Richmond, Fergus, Ont., has been in the East since March, 1942. The right fielder is F/S Allan Potruff, Hamilton, who arrived in the Far East in September, 1942, and served two months in Burma before the Japs took the country.

### CANUCKS GET DAILY PAPER DESPITE WAR

#### They Started News Sheet In Sicily Three Days After Invading

Just three days after Allied troops landed in Sicily, Canadian airmen at an airfield in the south-eastern sector brought out the first issue of a mimeographed daily news sheet.

The "News Digest" (the place of publication is secret), has been appearing regularly ever since, printing news of the war under London, New York, Algiers or Cairo datelines and topped by the traditional streamer headline in thick black letters.

Already the Digest—edited and published by the signals section at this field—has a circulation of well over 200, though it is read by many hundreds more, copies being pinned up on notice boards in the various sections.

#### When the Second Fiddle Fell

"Mussolini Abdicates" read the headline on the issue which has attracted most attention thus far. The story told how Beaflighter pilots, operating over Sicily, heard the news from their controller, who announced over the R/T: "You will be glad to hear that your old friend Mussolini has resigned."

Here is the publication set-up: one man, who knows shorthand, takes down items from radio news broadcasts. Stencils are typed on a German typewriter and turned out on a German duplicator. These, and a supply of paper, were found in an abandoned office when the airfield was captured.

### AIRCREW GAIN HIGHER RANK

#### RAF Promotions For Erks To Be Retained In RCAF

First retroactive promotions under the new airmen aircrew promotion scheme will appear in RCAF Overseas Orders of August 20. In later orders further promotions will be promulgated until the long list of personnel entitled to promotion is brought up to date.

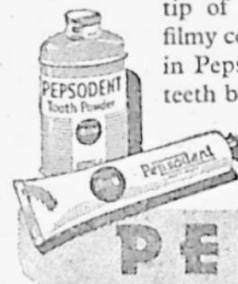
Thus wireless operator air-gunners and straight air-gunners will be entitled to wear a crown or a coat of arms on their sleeve, as well as other branches of aircrew, when they have become eligible on basis of time and a good record for the rank of warrant officer second and first class. The rank of WO2, available to non-commissioned aircrew in Canada, will now be available to RCAF aircrew overseas.

An item of interest to ground crew is the fact that if an airman gets an acting rank with the RAF and is then posted, instead of losing that rank he will keep the rank and the pay in his RCAF career.

Do you look lovely when you smile?



Make the Tongue Test. If, when you run the tip of your tongue over your teeth, you feel a filmy coating, you need Irium—the super-cleanser in Pepsodent. Irium flushes away film, polishes teeth brilliantly... makes sure you'll always look lovely when you smile.



74c., 1/3, 2/2 Including Tax.  
TAKE OLD TUBES BACK TO THE SHOP  
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**MAKE ME LAST!**  
1<sup>D</sup> PLUS ONE FARTHING PURCHASE TAX  
Supplied to Wholesalers only.  
If you can obtain a Kleen Blade you are lucky. It is made in Sheffield, of finest steel, and it is made to last.  
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## FORCE LANDS ON A NICKEL

Pilot Takes Long Chance Setting Down on 30-Yard Strip

A Canadian pilot, F/S H. F. Rushton, McVittie, Ont., flying with an Australian squadron of "desert harassers," had a narrow escape recently—a forced landing on a strip of beach 30-yards wide at its broadest point.

Rushton's aircraft developed engine trouble while he was 11,000 feet high and about 25 miles on the enemy side of the line. For a while the choice lay between crashing into Mount Etina or falling into enemy hands, but Rushton nursed his flagging engine, flew eastward to the coast and swung south at Catania—then still occupied by the Germans.

"By then my altitude had dropped to 4,500 feet," said Rushton, "and I saw that I could not stay airborne much longer. Having passed Catania I moved in again towards land and found a strip of beach." He put his machine down just two miles to the right of No Man's Land and soon contacted Allied troops, who helped him back to base.

Chausin, Alta.; Sgt. Cameron McDougall, Kirkland Lake, Ont.; W/O Frank Pledge, Toronto; and F/S Gerald Warman, Marysville, N.B.

Typical of their operations was the recent sinking of an enemy E-boat off the Sicilian coast in which three Canadians—Pledge, O'Brien and Swan—took part. They surprised the Axis craft, slowed her up with bomb hits, then when she began to sail in circles, finished her off with a hail of machine-gun fire.

Another engagement that typifies the blitz against Axis shipping, took place when a flight of Kittyhawks, four Canadian pilots among them, trapped an armed sea-going barge off the west coast of Italy. Despite heavy flak from the deck guns, the Kittyhawks strafed and dive-bombed, setting the barge ablaze. It was beached—a total loss. Canadians in this attack included P/O Lyall Shaver, Avonmore, Ont.; P/O Wallace Rutherford, Campbellford, Ont.; W/O Wilfred Brown, Virden, Man.; and F/S Herbert Snelgrove, Toronto.

## WOMEN'S DIVISION

UP seeing a bit of Scotland last week were LAW Barbara Lee, from Stratford, Ont., and her pal from U.K.B.A.U., Cpl. Merna Smith. By all reports the girls made quite an extensive tour of the land o' heather; even John o' Groats was visited.

LAW "Mac" MacKinnon, who hails from Moosomin, Sask., spent a 48 at Stratford-on-Avon recently in company with one red-head, Adele Grant, a Winnipegger. And now we hear that Mac has been packed off to hospital, suffering from wedon't-know-what. If two plus two equals five in War Savings, don't you think we should send her our wishes for a speedy recovery?

George has been spreading rumours of late about wedding-bells ringing near the middle of September, which is a good time, we agree, because then there are no bills hanging around, or stuff like that, to worry one . . . or two? Could it be a member of the W.D., or did George make a mistake for once?

There's a real honest-to-goodness soft-ball game in the offing to-night. Trev Williams's "Tuffs," our designation for the boys who have diligently cheered us each night we practise, have finally summoned enough courage to challenge the W.D.s to a game. It should be a good battle of the sexes, but the girls will naturally win.

Put a big, heavy red circle round September 3 on your desk calendars. That's the night the W.D.s are celebrating their first anniversary overseas, and the evening promises to be a lot of fun, with dancing as the main attraction. Don't forget now, will you? We'll be looking for you.



F/O J. "Mac" McGregor, Winnipeg, who is a WOP/AG with an RAF Coastal Command squadron now based in Iceland, scans the northern scene from under the guns of the tall turret of his aircraft. (Official RCAF Photograph.)

## O.T.U. GRADUATES

These boys have finished a Wellington O.T.U. and will be going to squadrons. They are Sergeant Pilots "Griff" Jones, Toronto; Ed. Beetz, Winnipeg; "Normie" Spencer, Vancouver; "Curly" Rogers, Edmonton; Tom Bradshaw, Edmonton; "Russ" Russell, Saskatoon; Bryce Chase, Saskatoon.

## HEADQUARTERS

THE merry jingle of cash in a cash register in the L & R. section indicates that LAC Cowan, business man, has at last got his department on a cash, carry, and commercial basis. The project was dissolved as soon as Yarnell and Hunter began to show interest.

For the first time in a long time a Headquarters guy saw the soft light of a London dawn. It wasn't because Sgt. Jerry Walsh wanted to see a rosy dawn, though. He mixed his signals in Sunday's time reshuffle and put his clock ahead instead of behind.

A/S/O Forbes has been wearing a long face ever since the results of the Ontario election. Her father is the Honourable Harry Nixon, the former Premier of Ontario. Cheer up, Forbes. There will be other elections.

The barber with the enviable head of kinky curls also has the enviable habit of being able to crack his knuckles with a noise like falling timber. He usually goes into his knuckle busting as the C.O. approaches his flight on inspection. Could be nerves or moly brass.

F/L Norm Drolet gasped and picked himself gently off the floor after P/O J. A. Swackhammer asked for the day off to recuperate from seven days' leave. Swackhammer got it, too; but not for long. The boys in the department heard about it, and the razzing that followed prompted Swackhammer to hand his request back to Drolet.

## Laugh Was On WAAF

LAC Bob Kenny, the original little moron, was on leave last week with his brother Vern. They went to Gloucester. That's the place where the boys have to walk around in twos and threes. Since the Kenny boys were only in twos they fell victims to a somewhat heavy WAAF. Coup de grace came when she had to be helped over a fence taking a short cut across a graveyard to her billets. Gallant Bob let her drop, taking care to get out of the way first. They managed to get her over okay with both Kennys pushing. "Oh, boy, Gloucester's the place. N'yuh! N'yuh!" say the Kennys.

Who is that sergeant that insists on leading the boys astray on dismissal? Last week he was half-way across the park before he found number seven flight following him. F/S Nuttall, arms akimbo, watched his flight follow the leader instead of filing into the building. "Jes' a case of the blind leading the blind," he grinned.

Sgt. Clarke, a man with a passion for detail, has four sets of toothbrushes. He has one set labelled "morning" and the other set labelled "evening," one set for his room, one set for his week-end home. This column is getting worse. Can't even think of a comment.

You gotta be a discip to be a salesman, W/O Birchall high pressured his S.P.s (and S.P.s have plenty of sales resistance) to buy tickets to a dance.

## ALL BY HIMSELF

F/O C. F. Chollev, Toronto, is the only Canadian on a radio station which controls an important flying sector. He is a technical radio officer.

## FILM LOG

"HERS TO HOLD" (New Gallery and Tivoli)  
"I'll build 'em (Deanna Durbin) and you'll fly 'em" (Joseph Cotten) was the ending of a poor-boy-gets-rich-girl story in which aircraft worker Cotten captivates debutante Durbin by sheer charm and ability to kiss. A tired plot is livened by new angles, Durbin's singing and Cotten's acting. Humorous, delightful entertainment.

## "JACARE" (London Pavilion)

Frank Buck presents another of his "Bring 'Em Back Alive" films, but he doesn't make the expedition himself this time. A newcomer to the Buck organisation, James M. Dannaldson, takes his first trip into the wilds. The small party led by Miguel Rejinski, Brazilian explorer, treks up the Amazon to the haunts of the Jacare, half-ton man-eating alligators. The fine cinematography of James B. Shackelford brings giant anteaters, jaguars, anacondas, pythons, rare bird-life and monkeys to the screen in their natural habitat. There is no plot, but the film doesn't need one.

## "FOO ROARS ON"

By Cpls. HILLEN & LACROIX

HARD-TO-PORT Thorneloe is hard to find these days. The boys say he has a new roost—but where?

Who is the sergeant who had ground navigation difficulties on his return from the local pub?

We wonder if our technical N.C.O., after three years in this country, knows why there are two doors in a train?

Cpl. "Gopher" Stephenson, Edmonton, after a loss of a camera, has finally succeeded in capturing a snap of his much-phonied blonde.

## With Dog and Dame

It was a rather strange sight to see Cpl. "Pictou" Morrison being towed rapidly through town by a large dog accompanied by a blonde.

F/S Hunter has opened a barber shop; his first victim was F/S Roberts. Cheer up, Robbie! It's only a week's difference between a good hair-cut and a bad one.

Congratulations to F/L "Doug" Matheson, who was recently promoted and is now "B" Flight Commander.

The "Welcome Mat" is out for F/L R. S. Hyndman, who hails from Belleville, Ont., and F/O G. W. Johnson, whose home is in Hamilton, Ont.

## FITTER-ARMOURERS

Four Canadian armourers are taking advanced courses at one of Britain's largest schools. LACs S. Sasaki, Windsor, Ont.; J. Buck, Trenton, Ont.; R. Hyland, Bow Island, Alta.; J. J. Cohen, Winnipeg, are all qualifying to be fitter-armourers.

## ENTERTAINMENT GUIDE

### THEATRES

**HIPPODROME.** Ger. 3272. Evns. 5.40. Weds., Thurs., Sat., 2.25. GEORGE BLACK tells THE LISBON STORY A Play with Music

**PALACE.** Ger. 6834. Evns., 6.30. Wed. & Sat., 2.30. JACK HYLTON'S HI-de-HI with FLANAGAN and ALLEN

**PALLADIUM.** Ger. 7373. Twice daily at 2.30 and 5.15. Tommy Trinder in GEORGE BLACK'S BEST BID AND TUCKER. Last Week.

**PRINCES.** Tem. 6596. Evns. 6.15. Thurs. & Sat., 2.30. FIRTH SHEPARD'S New Musical Extravaganza MAGIC CARPET SYDNEY HOWARD, CYRIL FLETCHER. "The Best Revue in Town."—S. Pictorial.

**PRINCE OF WALES.** Whi. 8881. Twice daily at 2.40 and 5.30. Sid Field in GEORGE BLACK'S STRIKE A NEW NOTE.

**SAVILLE.** Tem. 4011. Evns. 6.20. Wed. & Sat., 2.30. FIRTH SHEPARD presents JUNIOR MISS "Riot of laughter . . . brilliantly acted . . . screamingly funny."—S. Dispatch.

**STRAND.** Tem. 2660. Evns. 6.30. Thurs. & Sat., 2.30. FIRTH SHEPARD presents ARSENIC AND OLD LACE Lillian Brathwaite, Mary Jerrold, Naughton Wayne, Frank Pettigrew, Edmund Willard

**VICTORIA PALACE.** Vic. 1317. Twice Daily 2.30 and 6.0. (Ex. Fri. Mat.) LUPINO LANE in a farcical musical LA-di-da-di-da "A laugh a minute."—Daily Express.

**WINDMILL, Picc. Circus.** 12th Yr. REVUEVILLE, 165th Edition (2nd week) Continuous daily, 12.15—9.30 p.m. Last performance 7.30 p.m. A VIVIAN VAN DAMM PRODUCTION.

### CINEMAS

**DOMINION (G-B).** Tottenham Court Rd. THE MAN IN GREY (A) 69th Parallel (U), News, &c. Weekdays: continuous 11.35 to 10. Sundays: continuous 3.30 to 9.

**EMPIRE, Leicester Sq.** Cen. 10 to 9.30. ROBERT TAYLOR in BATAAN (Cert. A) 2nd Week.

**CAUMONT, Haymarket.** Whi. 6055. Margaret Lockwood, Phyllis Calvert, James Mason with Stewart Granger. THE MAN IN GREY (A) Weekdays: continuous 10.50 to 9.40. Sundays: continuous from 3.30.

**LEICESTER SQ. THEATRE.** Whi. 5252/4. CLIVE BROOK in THE FLEMISH FARM (U) Perfs. at 11.40, 1.5, 3.10, 5.25, 7.40.

**LONDON PAVILION.** Friday next. CARY GRANT in "MR. LUCKY" (A), with LARAINÉ DAY.

**MARBLE ARCH PAVILION.** May. 5112. Margaret Lockwood, Phyllis Calvert, James Mason with Stewart Granger. THE MAN IN GREY (A) Weekdays: continuous 11 to 10. Sundays: continuous 3.30 to 9.

**NEW GALLERY.** Regent St. Reg. 8080. DEANNA DURBIN & JOSEPH COTTEN in HERS TO HOLD (U) Weekdays: continuous 11 to 9.30. Sundays: continuous from 3.30.

**NEW VICTORIA (G-B).** Opp. Vic. Stn. THE MAN IN GREY (A) 69th Parallel (U), News, &c. Weekdays: continuous 11.45 to 9.45. Sundays: continuous 3.30 to 9.

**ODEON, Leicester Square.** Whi. 6111. Last Two Days BARBARA STANWYCK

**STRIPTEASE LADY (A)** Friday Next CONEY ISLAND (U)

**PARAMOUNT.** Tottenham Court Rd. GEORGE RAFT, BRENDA MARSHALL BACKGROUND TO DANCER (A) JIMMY LYDON, JOHN LITEL HENRY SWINGS IT (U)

**REGAL, Marble Arch.** Pad. 6011. Humphrey Bogart, Raymond Massey ACTION IN THE NORTH ATLANTIC (A) For Times of Showing see Daily Press.

**FATLER TH. (G-B).** Charing Cross Rd. ANGO-SOVIET SEASON THE NEW GULLIVER (U) (A Puppet Film) THE WRATH OF THE PEOPLE (A), etc.

**TIVOLI, Strand.** Tem. 5625. DEANNA DURBIN & JOSEPH COTTEN in HERS TO HOLD (U) Weekdays: continuous 11 to 9.30. Sundays: continuous from 3.30.

**WARNER, Leicester Sq.** Ger. 3423. To-day and to-morrow only MISSION TO MOSCOW (U) Friday next, Humphrey Bogart in ACTION IN THE NORTH ATLANTIC (A) For times of showing see Daily Press.

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## Leicester Sq. THEATRE

THRILLS! ESCAPES! ADVENTURE!  
Clive BROOK Clifford EVANS  
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with  
The FLEMISH FARM

Screen play by Jill and Jeffrey Dell  
Directed by Jeffrey Dell  
Produced by Sydney Box  
Perfs. 11.40, 1.50, 3.10, 5.25, 7.40



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- ★ MY GAL SAL...
- ★ FOOTLIGHT SERENADE...

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**CONEY ISLAND**  
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Starring **Robert Taylor**  
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Continuous daily, 10 to 10. "Bataan" at 12.25, 2.50, 5.30, 7.55.

**EMPIRE**  
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