



Spits. Nail Nine Nazis in Single Clash

CHADBURN'S MEN SET NEW CANADIAN MARK

Oshawa and Winnipeg Units, Chaperoning U.S. Marauders, Tackle Me.s Over Holland

RED INDIANS BRING DAY'S BAG TO ELEVEN

BY destroying nine Messerschmitt 109s in a single engagement over the Dutch coast, the City of Oshawa and City of Winnipeg squadrons established a new record for Canadian Spitfires on bomber escort duty last Wednesday.

The squadrons, flying with the wing commanded by W/C L.V. Chadburn, D.S.O., D.F.C., Oshawa, Ont., were escorting U.S. Marauders when they encountered about sixteen Me.109s.

On the same day, the RCAF Red Indian Squadron, flying in another wing, destroyed two Focke Wulf 190s, bringing the RCAF total for the day to eleven. It was the best day the RCAF has had since the start of the war.

W/C Chadburn and F/L J. D. Mitchner, Saskatoon, were the stars of the big combat with twin kills. Chadburn's total was raised to 14 destroyed.

A Real Sight

"It was a real sight to see," said Chadburn. "At one time there were three Jerries going down in flames simultaneously, and two pilots in parachutes. The sky was littered with them." Mitchner's first victim baled out without a struggle. The formation was approaching the coast when he spotted a lone Me.109 coming in above and behind the bombers. As he came through Mitchner got on his tail and just when close enough to fire, before the Canadian could press the button, the hood of the German machine opened and the pilot got out.

"Then I saw the general melee going on and managed to get on the tail of another Jerry," says F/L Mitchner. "When I opened up I saw strikes in front and behind the cockpit, as well as on the wings. He turned over on his back for several seconds and I gave him everything I had. My cannon shells ripped open his engine cowling, and then the machine burst into flames and the pilot baled out.

Three of the enemy aircraft landed in flames in the main street of one Dutch town. Another, destroyed by F/L R. D. Booth, Vancouver, dived over the water in a series of alleron turns, to a height of 1,000 feet, with Booth on his tail. The German pilot attempted to bale out, did a half-roll and went straight into the water. Neither Booth nor the enemy fired a shot.

F/L D. E. Noonan, Kingston, Ont., destroyed one German and shared another with F/L A. H. Sager, Vancouver. The eighth and ninth Nazis went to S/L G. E. W. Northcott, D.F.C., Minnedosa, Man., and another Canadian pilot.

In the past four months this wing, led by Chadburn, has destroyed 42 enemy aircraft, and in that time has lost only one pilot on operations.

PATHFINDERS LEAD ATTACK

Work of Flare-Dropping Aircraft Disclosed On Thursday

When details of Wednesday night's attack on Dusseldorf was announced the role played by Pathfinders was revealed for the first time. First over the target, with their cargo of flare markers, these leaders of the bomber armadas have successfully been kept out of the public eye for many months.

The story of the first RCAF bomber squadron to be formed in Britain now can be told. Selected to assist Coastal Command in anti-submarine patrols during the North African invasion a year ago, the squadron left coastal duties to return to Bomber Command.

Under the leadership of G/C John F. Fauquier, D.S.O., D.F.C., Ottawa, the squadron began its Pathfinder work. G/C Fauquier left important duties at headquarters of RCAF Bomber Group to return to the command of the squadron which he led before the Group was formed.

The operational flights of the crew members run into high figures. Eighteen members of the squadron hold, between them, 21 decorations. They have led the attack on many of the important targets of the past few months, including Dortmund, Dusseldorf, Essen, Mulheim, Munich and three visits to Berlin.

Bomber crews flying with the Pathfinder units are entitled to wear on their left breast pockets a gold albatross insignia which denotes their membership of the Pathfinder force.

RCAF MOSSIE SQUADRON JOINS "LONDON PATROL"

The news announced last week by Air Ministry that the RAF had been using Mosquitos as night-fighters also brings to light the fact that a Canadian Mossie squadron, commanded by W/C George Elms, Whitby, Ont., has been employed on this type of work. The squadron has recently been transferred from the north of England to join in the "London Patrol."

On the "London Patrol" the squadron takes to the air almost nightly to combat the "nuisance raids" by two or three German pilots who now receive special bonuses as an inducement to try a return flight to England. However, the bulk of the Canadians' work is patrolling the Channel, the North Sea, or the northern sections of enemy-held Europe.

Two of the squadron, F/L "Cy" Cybulski, Renfrew, Ont.,

and his English navigator, were the first fighter crew to fly from Britain by daylight into Germany.

Since W/C Elms assumed command in May of this year the squadron has destroyed five and a half German aircraft at night. The Canadians downed one German over the Wash and the others over enemy territory where they added 35 disabled trains and more than a dozen barges to their score.

According to the Winco and his two section leaders, S/L R. R. Ferguson, Qu'Appelle, Sask., and S/L Ian A. March, Newfoundland, night flying is much more interesting than day flying. "Night flying is instrument flying and requires greater technique," they said. "Landings are a piece of cake. The flare paths show you all you need to see and you're not bothered with anything else."

THESE PILOTS DESTROYED NINE HUNS IN ONE COMBAT



The final score in the fighter battle one day last week was 9-0 for W/C L. V. Chadburn's RCAF Wing over the enemy. Left to right: F/L D. E. "Danny" Noonan, Kingston, Ont.; F/L R. D. Booth, Vancouver; S/L F. E. Green, D.F.C., Toronto; F/L Art Sager, Vancouver; F/L J. D. Mitchner, D.F.C., Kitchener, Ont.; S/L Geoffrey Northcott, D.F.C.; Minnedosa, Man.; W/C L. V. Chadburn, D.S.O., D.F.C., Oshawa, who leads the wing.

(Official RCAF Photograph.)

CANUCKS TAKE LARGEST LOAD TO RUHR CITY

Bluenose, Goose, Iroquois And Lion Squadrons Over Dusseldorf

"UNEVENTFUL TRIP"

FLYING through moonlight and cloud to find it clear and bright over the target Lancasters and Halifax squadrons of RCA Bomber Group contributed heavily to Wednesday night's attack on Dusseldorf, dropping the greatest weight of bombs they have yet dropped on any target in a single night. The Bluenose, Goose, Iroquois and Lion squadrons all took part.

Some of the returning crews compared the attack to their recent successful bombing of Kassel. "It was just a sheet of flame and bomb bursts when we arrived," said F/O Dave Smith, Toronto. "It looked as bad as Kassel and that was burning eight days after it was attacked," he added.

W/C Bill Newson, D.F.C., who led the Iroquois squadron, thought it was "a good prancing but uneventful as far as flak, searchlights and fighter encounters were concerned." Flak reached one Halifax piloted by F/S Jake Pollard, Westlock, Alta., hit the rear-turret in which F/S Howard Aiton, Hartland, N.B., was sitting, and put it out of action.

An Me.210 got on the tail of one of the Halifaxes in which F/S W. B. Patrick, London, Ont., was making his first trip, as second diekie. "He came at us from below right over the target," said he. "Our rear-gunner, an Englishman, ordered evasive action. The Hun got in a short burst without doing any damage, and we lost him in the clouds." Another Halifax in which F/O F. W. Winter, Toronto, was flying, was threatened by a Ju.88 while over the target, but shook the German off. "There is no doubt we were bang on the target," said Winter. "We could see the streets and the river below us quite plainly."

Another Encounter

Another Halifax, captained by F/O B. G. Jackson, D.F.C., Weston, Mass., surprised a twin-engine enemy nightfighter just before reaching the target. The rear-gunner, Sgt. Stan Kay, Toronto, opened up on the unsuspecting Nazi who peeled off and disappeared.

H. A. L. Pattison, Newfoundland's controller of civil aviation, saw the Bluenose and Iroquois crews return. He was accompanied by A/V/M G. E. Brookes, A.O.C., RCAF Bomber Group. One Goose squadron crew (Continued on page 6, col. 5)

SPIT. PILOT "DISMISSES" HUN PARADE IN A HURRY

Trains, Trucks and an F.W. Among Trainbusters' Prey This Week

Wolf Squadron men on the look out for German aircraft in a sweep over France Monday morning damaged three locomotives and "dismissed" a German military parade.

P/O Claude Weaver, D.F.M. and Bar, Oklahoma City, scored on two of the damaged trains, and the third was shared by a pair of Montrealers, F/O Hartland R. Finley and F/O Joseph LeCoq.

It was Weaver who played havoc with the German parade. "I don't know whether they were parading for pay, food or the Fuhrer," he drawled, "but they sure dismissed in a hurry and weren't taking time to goose-step either."

McNair's Men Out

W/O Bud Bowker, Granby, Que., and F/O "Lucky" Likeness, Ottawa, of "Buck" McNair's Wing were on a sweep into France later in the afternoon and returned after thoroughly walloping two locomotives, a pair of army trucks and a flak car.

Bowker flew lead, and they both slammed steam and smoke out of a train west of Ault. South of Amiens they shot up two trucks. Flying through a hail of flak, they shot the works at the gun posts and silenced them. Then they disabled another train north-west of the city.

Two Edmonton Mustang pilots, F/Os Robert Browne and Gordon Wannacott, took time off from a trainbusting sweep last week to destroy an F.W.190 over Cambrai, in Belgium.

"We spotted two F.W.s flying at zero feet," said Browne. "There were three other 190s about, but apparently they did not see us, as they disappeared when we made our attack. I attacked one of them and my second burst badly damaged his tail. I was unable to finish him, as I had to pull up to meet the other 190, which was coming in to attack. We met head-on and exchanged bursts. Both of us missed. Wannacott, in the meantime, went in and finished off the other German. We saw him crash into the deck."

Before heading for home the

LARDEN GETS GONG

When RAF F/S Arthur Aaron, D.F.M., was piloting his Stirling over Turin one night last August, devastating fire damaged the kite badly, killed the navigator, wounded other members of the crew and injured F/S Aaron fatally.

The bomb-aimer who took over from the stricken pilot and flew to Africa under his directions was a Canadian, F/S A. W. J. Larden, North Bay, Ont.

F/S Aaron was posthumously awarded the V.C. and Larden won the C.G.M.

HIS LUCK TALISMAN WAS SET TO MUSIC

In officers' messes from London to Casablanca P/O Kenneth Cudmore, Toronto, is known as the guy with the musical "lucky piece." Cudmore's talisman was a record of "Begin the Beguine," which he carried in a suitcase wherever his duties as a WOP/AG in Ferry Command took him.

Within a few minutes of landing at a strange station Cudmore would be asking for a gramophone and his crewmates would find him leaning over it later enraptured. The record wore thin and asthmatic until one day, on opening his suitcase, Cudmore found it in pieces. His luck held him out it, and now he's away in posting to Canada for training.

He needed tons in the crew and one night Gustafson, Fort F. Club I bus; P/O Stanley J. G. making into and Winnipeg; and of the bank Moe, Vancouver, each a card.

team successfully attacked and damaged four locomotives and freight trains. Wannacott also had a go at a barge, scoring strikes all along the deck.

Another pair of Mustangs piloted by F/O R. B. Moore, Sussex, N.B., and D. C. Dohanev, Plaster Rock, N.B., damaged 10 locomotives, shot up three power pylons and a truckful of troops.

NAVIGATOR SAVED FRIENDS FROM FIRE

Though suffering from an ankle injury, F/O Freddie Carmichael was responsible for saving his skipper and another crew member from serious injury. This Sudbury, Ont., navigator in the RAF was in a Mitchell aircraft which crashed-landed in England after a daylight raid on an ammunition dump in France.

One of the bomber's engines was hit by flak during the bombing run, putting the aircraft momentarily out of control. Despite intense flak, the Mitchell bombed its objective, then headed home. Severe damage made a crash landing inevitable. The first touch down was slight, but after jumping a dyke and contacting the ground again, the port engine and wing burst into flames.

The captain, P/O J. R. MacDonald, Edmonton, experienced difficulty in getting out of the kite. "His helmet was just beginning to singe," related Carmichael, "so I pushed and pushed and got him clear." One of the gunners was thrown clear, but the other A/G found his harness caught. Carmichael wrenched the RAF man free.

SERGEANT-TO-WINCO JUMP IN 18 MONTHS

Getting his wings on St. Patrick's Day may have had something to do with W. A. "Mac" McKay's meteoric rise from sergeant to wing commander in 18 months.

The 24-year-old winco enlisted in his home town of Vancouver in 1940, won his wings at Saskatoon March 17, 1941, and was commissioned a pilot officer in January, 1942, after completing an operational tour on Wellingtons.

He got his second ring in August, 1942, and went to a Canadian squadron as a squadron leader a short time later.

MOSQUITOS STING

Canadians flying with an RAF Mosquito squadron helped bomb an airfield and railway line in occupied France last week. The airfield was attacked by F/O Johnnie Johnson, Omeme, Ont., with F/O Jimmie Gibbons, Vancouver, as observer. Another intruder piloted by F/O "Hap" Hoar, Truro, N.S., with a British flight sergeant as observer, bombed an enemy railway line.

LAST-MINUTE NEWS

RCAF BEATS QUOTA

Victory Loan returns for RCAF Overseas were stated to be "very good indeed" and "it seems certain that the quota has been exceeded." Headquarters exceeded its \$50,000 quota.

XMAS MAIL DATES

To ensure delivery of your Christmas correspondence and parcels going to Canada and the United States you must have it in the mail box not later than the 15th of November. Parcels and packets for the U.K.—not later than the 18th of December. Small letters and cards—not later than the 20th of December.

WINGS ABROAD

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EDITORIAL RCAF PATHFINDERS

IT was officially announced last week that Pathfinder Squadron had led the way for the very strong force of bombers which attacked Dusseldorf on the night of November 3-4, and WINGS ABROAD is now able to reveal for the first time that the first Canadian Bomber Squadron to be formed in Great Britain—it has been operational since June, 1941—has been engaged on Pathfinder duties for several months.

This Squadron is led by an officer who previously commanded it for considerable time, Group Captain John E. Fauquier, D.S.O., D.F.C.; and has now taken its place among the elite of Bomber Command. The success of Bomber Command's tremendous offensive of the last twelve months is too evident to need any emphasis, but what has not been revealed until now is the fact that much of the credit for the accuracy of night assaults, and for the concentration of aircraft over the target which has become the most remarkable feature of these assaults must go to the Pathfinder Squadrons who have consistently and unfailingly led the main force to the target by means of bright, colored flares.

The particular problems of the Pathfinders' technique are such that only the very best among bomber crews can meet them. The Pathfinder men are the most expert that can be found in Bomber Command. Their navigation and timing must be of the highest order if the night's attack is to reach the success required of it, and in ensuring that the marker flares are dropped accurately upon the appointed target the Pathfinders are called upon to display a coolness and determination which has been demanded of few aircrews in the present war. This has been particularly true since the enemy, in the face of the dreadful ravages of British night bombing, began to increase his defences in Western Europe, even at the expense of his fighter strength on the Eastern and Mediterranean fronts. But even when facing the utmost cunning of the enemy the Pathfinders have never once faltered in the extremely difficult and hazardous duties which have fallen upon them. Night after night the markers have been dropped, and night after night the many hundreds of bombers which follow the Pathfinders to the city selected for destruction have been guided by the light of these markers and have delivered their enormous loads of destruction upon the industrial centres of the Reich.

The whole story of the bomber offensive has been one of untarnished heroism and determination, and its history will be told long after the present war is over, and probably long after the bombing from the air as at present known has become an antique curiosity. And in that history the story of the Pathfinders, a band of completely outstanding men, will be remembered as one of the great episodes of the war. They have taken upon themselves a task which demands not only the highest in courage but also the highest in technical skill, and out of these two factors they have forged a combination which has already begun to take on the pattern of victory.

BERLIN—SO NICE TO COME HOME FROM

Navigator's Eye-View of the Nazi Capital From Inside a Bluenose Squadron Halifax

(P/O McDonald Charles Tucker, known to his mates as "Don," is a 26-year-old Toronto newspaperman who swapped his beat on the "Northern Miner" for a navigator's berth with RCAF Bomber Group in England. A veteran with the Bluenose Squadron, Tucker did 15 ops. on Wimpies before converting to Halifaxes.)

By P/O DON TUCKER

WE are all sitting around discussing which pub to spend our money in when a telephone message came from Geoff, the skipper. One of his cousins from town, no doubt. But it isn't a social call. It's the dear flight commander requesting our presence immediately. We flew last night, surely we're not getting airborne again? We sure are, and to no less a place than Berlin. I used to wish out loud for a Berlin trip, but that was when I flew in Wimpies. They weren't using Wimpies on trips longer than their normal range, so I was fire-proof in my Berlin wishing. But we're riding a four-engined job now and the big town seems pretty close. However, it should look nice in my log-book.

We all start panicking around the place getting ready; Geoff (F/L Geoffrey Parks, Slough, Bucks) and Jim, our round Yorkshire flight engineer (Sgt. Jim Tyler, Leeds), falling all over the ground crew, while Pop (P/O Harold Popplestone, Pilot Mound, Man.), my right-hand man, the guy who lets them drop, and I go and collect gen on the routes.

Briefing rolls around and the C.O. bustles in minus his usual "you lucky people" attitude and proceeds to put us all in a grim frame of mind by telling how highly regarded Berlin is not only by Berliners, but by practically the whole Jerry population. This, he points out, will make it a tough place to bomb, especially as the Mosquito boys have been running



Sgt. "Tiny" Weeks, English tail-gunner of F for Freddie, shows crew mates how he shot down a German nightfighter. In the audience are, left to right: P/O Harold Popplestone, Pilot Mound, Man., bomb aimer, P/O Bob Baldy, Kosciuszko, Miss., mid-upper gunner, and P/O Don Tucker, who wrote the story of the Berlin raid.

over there nearly every night they can tear themselves away from their social engagements. Out at our old stead, "F for Freddie," we find pandemonium reigning as usual. It seems as fast as they put a certain load of incendiaries on the carriers they promptly fall off. I guess this is a hint that they don't care much for the Berlin idea either. Finally, everything is ready and we start for the head of the runway. I open the escape hatch and ride along on top looking at the English countryside. Until now I never noticed the place much, but it sure looks a nice place to spend the next few hours.

We get airborne eventually and in no time at all I'm giving out the first course. Here is the English coast and for a change we're on track. I don't care much for this, as I have never done a whole trip on track yet, and if I'm going to be off track by myself I'd rather do it over slightly, where the natives are friendly. We stooge and stooge, and "Tiny," our rear-end man (Sgt. "Tiny" Weeks, Gosport, Iants), starts to bind about the lack of activity. Someone else expresses undiluted approval of the situation, and then quiet settles over the crew.

Just about now the monotony ends, as someone gets caught in the "hairy" cone of searchlights to port. The cone is immediately filled with flak, and, one thing and another, I am very much afraid the poor guys are filled also. We are all wide awake, no more talking except on business, and all you can hear is the sound of finger-nails being bitten off. Geoff suddenly breaks in with the information that there are a few million searchlights weaving around up ahead and to port. According to my chart that should be Berlin. But we are much too

early, so back come the throttles. After ten minutes or so Geoff comes back with a query as to whether it is Berlin or some other place. "Pop," who has a ringside seat in the nose at all these affairs, points out that if it isn't Berlin he has no wish ever to see Berlin, because this affair ahead looks bad enough to be Berlin, Hamburg and the Happy Valley all rolled into one. My navigation watch tells me it is Berlin there should be some bashing going on in 2 minutes, and, sure enough, right on the minute, four voices simultaneously inform me that the target is now being pranged.

"Pop" is the boss now, and the way he goes about giving instructions on the run you would think we were practising back on the bombing range. We have pointed this out to him before, but he insists that after shaking and shivering a few hundred miles to the target he's going to make darn sure he hits what he started out to hit in the first place. So we stooge in to the aiming point at what seems like 10 miles an hour. Finally comes the "bomb doors open," a few final corrections, then the "bombs gone," and we've done the first part of our job. The photo flash is gone and we hold the course for the time necessary to get a picture of where our stuff has gone.

Behind us the target is burning brightly, and if we should come back to-morrow it will still be burning brightly, which is very pleasant—the still burning part—not the coming back to-morrow. With all this shooting going on I feel less and less heroic and would like nothing better than to be sitting in the corner drug store with a coke in my hand, telling the boys all about what I had done in the war.

Before long I find myself gagging over a shot of operational rum and acting nonchalant about the whole trip, smoking and talking a couple of hundred words a minute to anyone who will listen. That's what I like about ops—they're so nice to come home from!

SEVEN GONGS FOR CANUCKS

Flight Engineer Heads Awards Winners With C.G.M.

A Conspicuous Gallantry Medal tops a list of seven immediate awards won by RCAF air crew men this week.

The C.G.M. went to F/E Sgt. William H. Cardy, Port Credit, Ontario. His skipper, F/L George J. Laird, Toronto, won the D.F.C. for the same action. During an attack on Kassel their bomber was hit by a hail of bullets from an enemy fighter. Laird managed to evade the aircraft and set course for home. Two of the crew had been killed and Cardy wounded in the right arm and in the eye. In spite of intense suffering, Cardy refused to leave his post and executed his normal duties until he fainted through loss of blood. "This officer displayed outstanding skill, courage and tenacity, while Sgt. Cardy's exemplary conduct and great fortitude were beyond praise," says the citation.

Fighter pilot F/O Wilbert G. Dadd, Winnipeg, won a D.F.C. "for great skill and fighting qualities which have proved an inspiration to all." He has destroyed four enemy aircraft, and his excellent work during a recent patrol contributed to the rescue of 10 airmen who were adrift in the sea.

Communications Wrecker

For damaging attacks on locomotives and barges, F/O Harrison T. Mossip, Thorncliffe, Ont., got a D.F.C. He is cited for a thoroughness and resolution worthy of high praise.

P/O Joel H. Ashton, Virden, Man., won his gong for good work on enemy airfields, sniping and rail communications. On one attack on an installation at Hansweert he attacked from such a low level that his kite was struck in several places by lying debris.

Two air gunners, F/S Robert J. Burton, Rock Falls, Ont., and F/S Duncan A. Chisholm, Toronto, were awarded D.F.M.'s. Burton did a cool, skilful job of blasting an enemy lighter out of the sky over Bochum. "As air-gunner," says the citation, "F/S Burton has taken part in many sorties against well-defended targets, and has proved himself to be a most dependable member of aircraft crew."

Chisholm has had encounters with enemy fighters on more than one occasion, and has fought with great zest. "He has set a fine example by his keenness and confidence," reads the citation.

HOLDS THE HONOUR

F/S Tom Cranston, Midland, Ont., who joined a unit in December, 1940, has the honour of being the first RCAF ground airman to serve with his bomber squadron in Britain.

MISSING, BELIEVED KILLED ON ACTIVE SERVICE. C. Watson, F/O, Seattle, Wash. KILLED ON ACTIVE SERVICE. M. W. Bonner, F/O, Minnola, Man.; A. E. Gilverson, Sgt., Toronto; E. J. E. Beady, Sgt., Ont. Knife, Sask.; L. Fullerton, P/O; G. W. Hirtle, P/O, Mill Village, Ont.; A. H. Peters, P/O, Colborne, Ont.; J. H. F/S, Windsor, Ont.; W. A. Clark, F/S, Liverpool, N.S.; R. C. Dalgleish, P/O, Camber, Ont.; W. J. Shaver, Sgt., Michigan; W. B. Bettin, Sgt., Sask.; W. C. Walsh, P/O, Leonard, Ont.; G. W. Hirtle, P/O, Mill Village, Ont.; T. R. Armstrong, Sgt., Thebes, Ont.; W. A. Hobson, P/O, Kelowna, B.C.; K. L. Vain, P/O, Saskatoon; N. M. Dalton, Sgt., Yorkton, N.S.; V. E. A'Hee, Sgt., Prince Albert, Sask.; T. R. H. Hufferd, Sgt., Buenos Aires, Argentina; W. E. St. Sanford, Sgt., Toronto; G. W. Ritchie, P/O, Sydney, N.S.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, NOW PRESUMED KILLED ON ACTIVE SERVICE. B. Carmichael, W/O, Howick, Que. WOUNDED OR INJURED ON ACTIVE SERVICE. G. D. Buckman, F/S, Bollesvaine, Man.; V. R. Crane, Sgt., Toronto.

PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR. F. H. Boulton, S/L, Coleman, Alta.; W. N. Guertin, F/S, London, Ont.; J. A. Coughlin, Sgt., Moose Jaw, Sask.

DIED ON ACTIVE SERVICE. J. D. Rubinstein, Sgt., London, Eng.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE. J. C. McNeill, Sgt., Calgary; W. H. McQ. Maxwell, Sgt., La Chute, Que.

CANADIANS STATIONED IN WORLD'S WETTEST SPOT

Torrential Monsoon Rains Flood Out Camp In India

India's monsoon season is over, and members of the RCAF in the Far East are happy about it. Not only does it mean intensification of operations against the Japanese, but it means the end of four months of the heaviest rainfall the Canadians have ever seen.

Assam, in western India, where are stationed a number of radio location experts, has the reputation of being the world's wettest spot. In one year more than 700 inches of rain fell.

Recently in southern India, Canadians watched 400 RAF officers and men being rescued by boat after a torrent had set their whole camp afloat. The RCAF camp was on higher ground, but not high enough to prevent half a dozen aircraft being partially submerged.

On the fourth day of the deluge a dam broke. Airmen woke up to find the edge of their charpoys—native made beds—under water. Many men climbed to the roofs of their huts, others sought trees, and the rest waded, or swam for higher ground.

Rescue Operations

By morning a swift-moving river some 400 yards wide cut the airmen off from the surrounding countryside. Native fishing boats were used for rescue operations. The boats are locally miscalled catamarans. As one of them came alongside an airman shouted to an officer on shore, "Queen Mary, sir, upward bound to Bombay. We are looking for Liverpool, is this it?"

"Do we get Rotterdam Court for this?" asked the US (U) in a pair of boots, as (U) ap, and no more. The men looked a little toot as they came ashore. Amber were stark naked, some carried kitbags or suitcases, another had saved his rifle. Still another had a parachute. "Might come in handy," he grinned. The men were fed as well as possible from the salvaged food stocks. On the fifth day the sun came out. In the morning the water was more than a foot deep on the runways. It subsided in the afternoon, and a few aircraft were able to take off.

NOW HE'S SORRY

When LAC J. C. H. Johnstone was a little boy at school in Rapid City, Man., there was nothing amused him more than grabbing the pigtails of the little girl who sat in front of him and dipping them in his ink-bottle. Her name was Margaret Kains.

Not long ago Johnstone became a patient in sick quarters at his RCAF fighter station in England. A Nursing Sister with the rank of flying officer was assigned to look after him. It was Margaret Kains.

Though he is at her mercy, prankster Johnstone is lucky; Sister Kains has forgiven if not forgotten his tricks.

"He was a horrid little boy, but I try not to hold it against him," she smiled in an interview. "I don't know which was the more surprised when he turned up in my sick quarters a good many years later, and 5,000 miles from home."

SIGMA CHI FRAT

The next dinner meeting of the Sigma Chi Fraternity will be held at 7 p.m., Sunday, November 14, 1943. Members able to attend should notify the secretary Marine Gunner M. H. Dunlap, U.S.M.C., by phoning or by writing him, c/o Stars and Stripes.

EMAS

(Continued from column 2) dura, Sask.; E. Dawson, Toronto; D. Short-house, Vancouver; G. L. Farrier, Madras; A. A. F. Davidson, Ottawa; K. B. Barnstaple, Oakville, Ont.; N. K. Bonner, Cobble Hill, B.C.; D. T. Randall, Montreal; R. G. Leese, Victoria; H. H. Butcher, Nanaimo, Ont.; J. B. Dickenson, Toronto; M. W. Lobb, Chilliwack, B.C.; R. D. Higgins, Victoria; E. W. Carley, Winnipeg; L. E. Johnston, Grandall, Man.; G. H. Montison, Hull, P.Q.; A. S. J. Whyley, Montreal, Ont. Air Gunners—W. C. G. Gillespie, Winnipeg; J. W. Betty, Hanna, Alta.; J. Kanelakos, Perth, Ont.; C. V. Galavan, Red Deer, Alta.; R. W. Holman, Port Arthur, Ont.; H. A. Jackson, Scotland; D. A. Collins, Toronto; I. G. McEwan, Kelowna, B.C.; A. S. Gates, Montreal, Ont. Flight Engineers—R. G. Locke, Winnipeg; A. Y. Scanes, Pembroke, Ont. Administrative Branch—M. D. Thompson, Ottawa. Intelligence—P. Bozak, Swift Current, Sask. Aeronautical Engineers—R. W. Leslie, St. Catharines, Ont. Armament Branch—W. C. B. McCaughen, Ottawa.

NUFIX Unequalled for Hair Health and Well-groomed Appearance. OBTAINABLE EVERYWHERE IN LIMITED QUANTITIES. WALDEN & CO. (NUFIX) LTD., THE HYDE, LONDON, W.9

BLACK BULL BOYS

By PRO

HERE we are again to introduce a few more boys. We can say boys and girls from Canada now, for last week who should arrive but two charming nursing sisters, Jean Steinhoff and "Milly" Millman. Watch the sick parades grow, Doc!

Our laugh of the week also came from sick quarters when a strange Joe looked at our sick parade and remarked, "Pardon me, but is this the pay parade?"

Your scribe has been asked to locate Willie McCormack of the St. Thomas McCormacks! "Val" Valotaire is around, Willie, so you better hurry back to our mutual sweetheart, and I do mean that lovely little redhead. Action, little man, action!

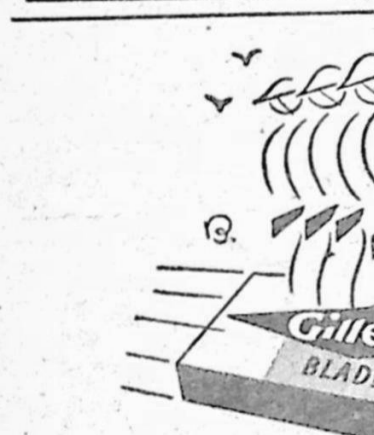
ON PRE-OTU FURLOUGH

On leave in London before joining his crew at OTU is F/S F. A. Ranger, Dalkall, Ont.



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 Tablets."



Production is restricted so don't blame your dealer if you have difficulty in obtaining Gillette blades.

Posted for General Service - Gillette "Standard" Blades now replace Blue and Thin Gillette, and the 7 o'clock. But you will find these "Standard" Blades are still the best shave you can buy—so when you get them, make them last.

Gillette in battledress

Gillette "Standard" and "Standard Thin" Blades (plain steel) 2d each, including Purchase Tax. Fit all Gillette razors, old or new.

SHORT SQUADRON FLASHES

W/C FLEMING, D.F.C.

By "ARKAYBEE" AFTER thirteen months as "Chief of the Moose Herd," W/C M. M. Fleming, D.F.C., has regretfully cast aside his robes of office and has departed for more peaceful work. The Winco set the highest example of courage and leadership to all the members of the Moose Squadron. He will be long remembered by all of us who were fortunate enough to have served under him. We sincerely say, "Good luck, sir!"

Our new "Chief" is W/C W. P. Pleasance, Calgary, who comes to the gang from the Iroquois Squadron, and we extend a hearty welcome to him and his crew.

Quite a few new Moosemen around the range these days: F/O Les Lucas, Edmonton, F/S Sam Clarke, Parkside, Sask., Sgt. Bill Hunter, Calgary, F/S Bill Johnson, Seattle, Washington, F/S Doug MacLeod, Timmins, Ont., F/S Art Sedgwick, Toronto, Sgt. Bob Thompson, Windsor, Ont., and P/O Ed Fogg, Unity, Sask, together with their crews have joined the gang recently.

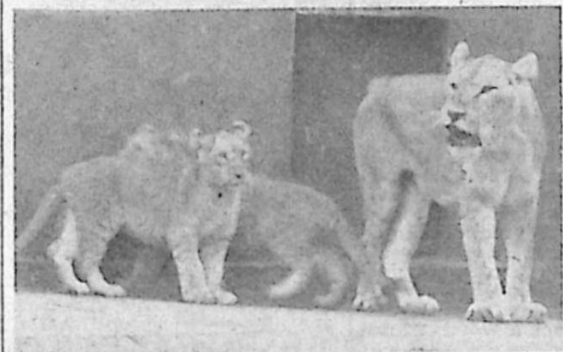
Promotions The velvet-covered "Glad Hand" is extended to S/L Hugh Dyer, Minnedosa, Man., on the attainment of his present exalted rank—he's now boss of "A" Flight. The same stuff for F/L L. J. "Tommy" Toms, Niagara Falls, Ont.—Les finished his first tour with the Moosemen, and after his rest period he forsook Canadian leave in order to come back to the gang. He is now "Chief Sharpshooter" in the Gunnery Section, which evokes the comment, "Good shooting, Tommy!"

Squadron Headquarters resembled the scene of the original "Wailing Wall of Jerusalem" the other morning as tear-gas was liberally distributed throughout the premises, much to the discomfort of the minions therein. Some of the WOP/AGs in the WOP training room were caught napping without respirators, and had to be forcibly pulled down from positions they had assumed, clinging to the ceiling electric light fixtures. The teardrops were so plentiful that only quick thinking on the part of Sgt. Leo Breland, St. Albert, Alta. (our new Discip.) in organising a bucket brigade, kept the joint from being flooded. Leo has had a busy time here so far—yesterday he was drilling a bunch of fugitives from the C.O.s. Tuesday morning parade—the boys were all spick-and-span in their "best blues," too—(my, but they looked smart!) "Oh, well," said the defaulter in question, "we won't have to change to go out to-night, anyway!" O.C. i/c the parade, it is to be noted, was Air Bomber P/O Johnny Karleff, Toronto. Johnny was heard to mutter as he took up his position, "It's a frame-up!"

SQUADRON STALWARTS

Some of the "old originals" on the ground staff of a Canadian Pathfinder squadron are still working with the unit. They include Cpls. Sam and Glen Merrifield, Wolseley, Sask.; Sgt. Norman, "Roxy" Lawson, Winnipeg; and Sgt. Roy C. Hurst, London, Ont.

ADOPTION CEREMONY FOR LION SQUADRON'S MASCOT



Last week many of the Lions went to the London Zoo to see "Mareth," their cub lion mascot. Mareth is the little guy on the upper left. With him is his momma and his brother. His poppa, not present, is Prime Minister Churchill's lion "Rota."



(Official RCAF Photograph)



WITH THE R.A.F.

BACK home in Edmonton, B/F/O A. C. ("P.J.") Petley-Jonts carried a straight bat at the cricket wicket and cut a neat "eight" as a figure skater. With these qualifications behind him, and probably because he is a Canadian, he is unanimously appointed manager of his station's hockey team.

Of course, his hockey endeavours, are merely part-time activity. Serious work for "P.J." are the night-time trips over Germany. He is no longer in the sprog class with two of the longer sorties to his credit, Berlin and Munich.

W/O2 Ernie Abbey, Ottawa, F/S Lloyd Upshall, Toronto, and F/S Jim McKinley, Windsor, Ont., are in the midst of a two-week lay-off from their ocean patrols.

With nearly half a hundred sorties to their credit the boys, all members of the same Halifax crew, with a RAF squadron, hint that they have had several brushes with the enemy. Regarding details of their several mix-ups they are tight-lipped.

One brush with the enemy in the form of three or four destroyers resulted in a kite - full of flak. The Toronto lad, Lloyd Upshall, came back from that particular patrol with a good-sized piece of shrapnel lodged in his right side.

It didn't take the medics long to get Lloyd back into action with the crew. He still carries the brightly polished piece of German steel in his pocket as a souvenir. When W/O Alan Creighton, Saskatoon, bumped into Gus Horne, Stoney Plains, Alta., in London the other morning it was the first time they had seen each other on this side of the Atlantic. They trained together back in Calgary.

The boys traded operational experiences. Creighton, in Bomber Command, has been on 24 operations with his RAF squadron. The trips include such well-known termini as Berlin, Mannheim, Munich, Hamburg, and a well-balanced assortment of Ruhr targets.

jobs like that," remarked pal Gus, who spends his working hours on a Coastal Command squadron where things are a bit more routine. In Horne's crew there are three other Canadians; W/O Vic Degazio, Muskoka, the skipper; F/O Forsyth, Russell, Man.; and Kelly Bennett, Calgary.

Sgt. Don McFee, Vancouver, is the only other Canadian in Creighton's crew. "He's a mid-upper. Myself, I'm a long way back, in the tail," Creighton says.

THE MUSTANG MEN

By SLICH

THE past week seems to have been "Old Smoke" week for W/C Moncrieff's men. I think about the only one of the lot I haven't met in London is Money himself.

Came up in the train with Sgt. Dowds and "Rusty" Brown. Dowds sat biting his nails all the way up and did a lot of champing when he found he couldn't get an immediate train north. Rusty was his usual calm and collected self, and disappeared silently into the fog. I found a message at the Beaver Club from "Blondie" Lievens saying he was sorry he couldn't meet me as they'd enveloped him into a date. Note the ambiguity. So far as I could find out, he was only home one night all week.

Expected to see Frankie Ward on his way through to Chester, but all I found was a cloud of dust from Victoria to King's Cross. I spent some time—quite a lot of time in fact—around Piccadilly just hoping to meet "Irish" Sweeney, Sgt. Case and "Sandy" (Sgt.) Sanderson. I even looked in all the telephone booths, but no luck. The call of Haggis Land must have been too great for them—or maybe they were afraid of doing a Denman before they got to Edinburgh. And that reminds me. I met "Denny" one evening looking for a guy named Carter. Boy, what a night Denny and Cart must have had! Yes, it was I who led you into the Club for a cup of coffee (very hot and very black) next morning. Denny. You see, he just couldn't get those eyes open, and I found him wandering around Spring Gardens. LAC Schlee was in the club that morning, too, looking as though he needed to get back soon.

One night at the Maple Leaf Club I bumped into LAC Camire making up his bed on the floor of the lounge. Seems he was in such a hurry to get on to Guildford that he just didn't want to waste time getting into an ordinary bed. They tell me Roy Dore is in town, too, but I haven't seen him. And who should rear his "lovely" head over the table at me in the Beaver Club but that A.L.O. bloke, Berridge. Who wouldn't work for A.L.O. and see the world! Oh, by the way, have you met Jane McLaren and Betty Hall—will at Maple Leaf No. 1?

BISON BANTER

By F/L BARNIEY RAWSON

ONE noon-time last week there was a gathering of the squadron clans to hold an election on the form of our squadron crest. All were there: erks, air crews, administration types. They even allowed F/S "Night Fighter" Nolan to have a look. The designs submitted varied from sickles to skunks, with appropriate mottoes. When the smoke cleared we emerged as the Bison Bombers! So at long last we have a name.

It's lucky that typewriting is done with the hands and not the feet, because in that case there would be no column this week. Yesterday, during a conference in the Winco's office someone was fool enough to challenge W/C Pattison to a run around the perimeter track. By the time the talk had finished, several others had been drawn in. As a result of this careless talk, shortly after tea the Winco, accompanied by F/L "Snub" Pollard, F/L "Signals" Smith, F/O "Stocky" Stockdale, and P/O "Mac" MacIntyre, followed by yours truly, set out to prove what manner of men they were! The result was—W/C Pattison won his bet and several other officers are walking around like old women to-day. Rumour is rife that the Winco is going to challenge a representative from the Erks and from the air crews. There were a couple of other fellows on the run, but as 24 hours have elapsed and they are unreported, F/L Vic Haines and F/O "Boomer" Benner must be presumed lost!

A Wing in a Sling

There is a F/S by the name of Fernandez around the squadron who has his arm in a sling. All this war-work has certainly strengthened the "weaker sex," hasn't it?

Last week we were all sorry to bid adieu to S/L Dave French and his crew. We wish all the chaps the best of everything on their new station, and realise that we have to lose somebody every now and then to go and spread the gen to other parts!

Two more boys took the King's commission this week—namely, P/O Ron Impey, the mighty moustache man, and P/O Terry Jones, deputy Engineer Leader.

Arrivals and Promotions

New arrivals amongst the air crews include F/O J. Keenan, P/O John Atkins, and P/O Bloch, complete with crews. An air-bomber by the name of Nelson is now signing himself WO2; then, too, navigator Laird is a "Chiefie," along with B/A Shetler and A/G Cabana. New ground crew men include LAC R. Black, Cpl. C. M. Gibson, and LAC J. R. Houle. Another new arrival was a son for Sgt. F. A. Smith—congrats. are better late than never!

Joining the ranks of our tour-expired men were F/L John Lancaster, P/O "Ron" Hale, P/O Boyes, and F/S Thom. The lads have been with us all the way, and are a real loss to the outfit. The great lovers of the squadron both took a jump up the ladder of fortune last week; Messrs. Ralph Hunt and Johnny Bowen added another ring on their sleeves to become Flight-fooles. Doubtless they will both become quiet and sedate now!

THE GRIZZLY B'AR

By P/O WOODIE HOGG

ON leave at the present time are F/O Sid Mills and P/O Cam McDougall. According to recent reports from London they are both having themselves a fine time.

Congratulations are extended to Charlie Steele, Port Colborne, Ont., on his transfer from the sergeants' to the officers' mess. We welcome a new pilot to our midst, F/S Jimmy Mitchell, F/S John St. Denis is at present doing a lot of deflection shooting practice. He has been doing standing patrols all around the field for the past two days, and the crews are giving him a wide berth. The score to date is one rabbit confirmed and one damaged.

The erks of this outfit are having quite an easy time of it these days, consequently the old game is flourishing. The instrument bashers play host to the rest of the boys, and I believe they get a fair percentage on all transactions. The fortunate few this week have been Red Ashfield, who was able to partially finance his leave, and "Eight, Skate 'n Donate" Barclay from Calgary.

LAC Stu Yates, London's (Ont.) gift to this outfit has been shuffling around the camp for the past twelve days singing, "Don't Get Around Much Anymore." Oh well, Yatesy, in a couple of days your term will be up.

Advertisement for Gieves Limited, established 1785, featuring the text 'Gieves LIMITED are prepared to outfit Officers of the Royal Canadian Air Force with Uniforms at the shortest notice. Outfitters to the Royal Navy and Royal Air Force. Branches: PORTSMOUTH, PLYMOUTH, CHATHAM, LIVERPOOL, SOUTHAMPTON, WEYMOUTH, BATH, HOVE, NEWCASTLE, BLACKPOOL, NETHERAVON, THURSO, GLASGOW, EDINBURGH, GIBRALTAR, MALTA, ALEXANDRIA. 80, PICCADILLY, LONDON, W.1'

WITH THE 'RADIO MECHS.

VISITING FIREMEN

Ted Finucane, LAC, sometimes known as "Finook," "Paddy," and worse, is wondering if he knows anything about this radar business any more. After spending about four months in hospitals and convalescent depots waging war on sciatica, he thinks the business may have changed too much by the time he gets back on squadron.

"I don't even know if there are any Canadians left in the place." When he left, four other Canucks used to bash the radios, along with a sprinkling of R.A.F., Cpl. Bert Dobbs, from the plains of Saskatchewan, "Paddy Finook," "Slow Motion" Cameron, "Scash" Goodhue, and LAC Andy Senecal, Montreal.



Slow Going
"About 'Slow Motion,'" says Paddy, "we once entered him in a slow bicycle race at a squadron field-day. He lost."
"Finook" claims that his ailment, which nearly sent him back to Canada before he got settled down in this district, was definitely sciatica, not crap-shooter's knee, as some of the lads claim.

Another trio of Canadians on one of those squadrons with a 90 per cent. Canadian radar section are LACs Ross Mills, Toronto; Jim Fraser, Cobden, Ont.; and Phil Filsinger, Kitchener. The three Ontario lads were doing London together last week. "No radio before the war and none after" is the motto of these three typical types.

With two other radar mechs in tow and a black cigar in his fist, Combe Hanscombe, the Tottenham corporal, paid a fleeting visit to the big city Saturday. Last seen, "Hans" was digging his spurs into the iron horse getting set to flee London, via Paddington.

NORTH ENGLAND

By LAC George Maybee

CONGRATULATIONS are in order for "Chieffe" Preist. He has exchanged three hooks and a crown for a well-earned coat-of-arms on his sleeve. "Chieffe" is a westerner, hailing from Madden, Alta. In military service he is an old-timer, serving for five years with the Lord Strathcona Cavalry unit in Calgary.

In 1940 he transferred to the RCAF, taking a WOP/AG course. In June of '41 he became an RO, and has the distinction of being one of the first six Canucks to become one of that particular trade. He is the only one of the number still on the active list.

In civvy days "Chieffe" was an electrician, but after this do he plans on taking a fling at the haberdashery business. "Mike" Melklejohn, Peterboro, Ont., has popped the question, and the little lady said "Yes." Our best wishes to both. Following a bit of pub-crawling to celebrate the success of Mike's new venture, "Steinie"

Steinman was with difficulty persuaded to retire. In the wee sma' hours "Sandy" Sanderson wandered in his sleep, muttering incoherently.

The lads of this unit say hello to one of our ex-electron tamers, Cpl. "Butch" Dorward, somewhere in the south.

WILTSHIRE M.U.

By LAC Louis Ziff

GORDIE McPHEE is the silver-haired favourite of Lady Luck. Within the last week he found ten bob and won 15 more in a National Savings Certificate raffle.

LAC Al Pyatt and Cpl. Ken Somers are competing for publicity. Al got his pic in WINGS ABROAD. Ken got his name prominently plastered in his hometown paper with editorial comment on his activities.

Ken, by the way, remembers F/S Labelle, of the Trade Test Board, way back in Toronto, where they took their *ab initio* course together.

LAC Samson and Don Wilson returned from leave in London. Don spent his leave with his brother, F/O Jack Wilson. Wonder if Jack remembers a veteran W/O air-gunner named Del Drew, who was with the same Malta squadron?

Joe May lost a toothy headache by way of having the tooth removed. In the excitement Joe forget there was a gold filling in the tusk. Don't know yet whether he got it back.

Good old "Gabby" MacInnes, the fast-talking R.M. from S.W.M.U., has finally gone. He leaves a silence behind him.

LAC Stan Swak, our veteran R.M. turned rookie air-gunner, has been able to find only one other Canadian R.M. in his class. He is Bill Countryman, a grad of Can 35 and of the ground course at Clinton.

NORTH WALES M.U.

By Frank Walker

GREETINGS, Yates. What a cook! This is the old pinch hitter Frankie Walker batting for your regular columnist who just returned from a 48 with the Mrs. of six weeks.

Stop Press News: Percy Passmore's hens laid an egg. Evidently the "little red hen" can read, as Percy hung a sign in the henery, "An egg a day keeps the hatchet away."

Cpl. Hugh Beith, Toronto's gift to the ladies, is really in itching these days. Hughie has been put in charge of 20 Waafs, and are the girls ever in a flat spin over their corporal?
Cpl. Al Shaw is at it again. Seems a "little" Waaf in the shop decided to mother our Al, and the next day she ended up in the hospital. Shaw, you're a wolf.

There should be some fem. hearts fluttering down south this week. Yes, glamour boy Tommy "Skeezix" Horn and Will "Smitty" Smithson are on leave.

Full of Good "Spirits"

Rumour has it that the boys are preparing for Christmas. There was a delegation out making a survey of the locals, and the situation was well in hand, judging from Shaw and Selwood.

"What a country this Canada is"—those were the words of Sgt. Vic Servante, of Bernie, Manitoba, in a letter to Arnold Selwood. Vic is pleased to be back home along with Jerry

FROM ONE CAMP

By LAC GOLDBERG

FLIGHT-SERGEANT JACK GRAY was father of a nine pound seven ounce baby. Orchids to the missus. Another flash is the news of another Aussie Scherf—yes a little one. F/O Charlie Scherf just received photographs of Mark II. Now four months, he weighs sixteen pounds.

Organised by the high-pressure signals officer, hockey is off to a good start. P/O Ted Wildgoose arranged for ice and transportation facilities nearby. Practice and try-outs for a team went on for an hour and a half. And to the lads away from hskates for a year or two, enough was too much. But there was a great deal of enthusiasm shown and we should see a worth-while team. Outstanding on the ice was LAC Freddie Valenti, "A" Flight instrument man. It is now certain who will be the squadron's centre. F/O Gordon Williamson, our P.R.O., watched the action and had good suggestions to offer. LAC Boland, Montreal, LAC Palladine, Toronto, and F/O Lefty Miller, Edmonton, made their way to Tommy Parr's after the game.

What is the name of the M.T. driver decorating the arm of F/S Bakkelund? If the Ruston-Williams and Partners Trapping Combine have caught anything yet—or are they affected by meat rationing same as we 'ere blokes.

There are discussion groups and concerts ably carried out and directed by F/L Beresford, our education officer. There are movies and plays. Many of the people seeing Noel Coward's "Private Lives" thought it the best show they've seen on the camp.

Even our Victory Loan campaign was a smashing success, and that was approved by LAC Yuzyk, F/L Watson and LACW Watson, who each won a \$50.00 War Bond, and F/S Willis Wy and Cpl. Alf Davidson, of Signals, F/S Gurnett and W. Westbrook, of "B" Flight, who won £5 worth of Savings Stamps each.

The Halloween dance had a great turn-out, and greater still were the clothes. Everything from country socks to turban was paraded. F/L Johnson, "Bobby the Adj." to his intimates, changed from civilian clothes into long underwear swimming trunks and multi-coloured bathrobe and paper hat. A tin hat and stirrup pump were suggested to his outfit, but he declined. F/L Hal Lissou, of Edmonton, had a paper bow tie as costume. Witty toasts about the bar were offered by F/L Tommy Thompson, F/O "Wallaby" Scherf and F/L Hal Lissou. Pictures were taken of the "do" and the kinder ones will be sent to the Canadian Press. A good time was had by all.

REUNION IN LONDON

In London for a spot of carousing are F/O N. D. Daggett, Victoria, B.C., and P/O L. W. Rogers, Ottawa, both instructors at an RCAF Conversion Unit. Daggett and Rogers plan a get-together with their former crew-mates, T/S "Stag" Thomas, USAAF, Richmond, Va.; P/O Nick Nickerson, Moncton, N.B., bomb-aimer; WO2 "Tex" Carleton, Toronto, mid-upper gunner; Sgt. Jock Laing, Aberdeen, flight engineer; and F/O G. W. Hallam, Birmingham, wireless operator.

These boys did an operational tour together with an RCAF pathfinder squadron before going their separate ways.

Bruce, Bill Turnbull, and Jack Wallace, who have returned for air crew training after many months on the island.

The boys are wearing their tapes and find it helps a lot. They are carrying on with their pre-war eating habits, steaks galore and plenty of ice cream. Beer is scarce but good.

YORKSHIRE DOINGS

By Moe Aspler

WE always knew that radio mechs were recruited from a variety of professions and occupations, but Mario Prizek, Vancouver, has new talent. He is a capable artist, a member of the Canadian Artists Association. The result? He is jod for most of the section sign painting.

Helping him in this highly technical, brain-wracking work is Jean Perreault. Jean was born in Paris, France, but he calls Montreal home.

Byron Loggie, Chatham, N.B., does manage to get around. It seems as though he is always on day off. He takes full advantage of these days of relaxation, and has visited nearly every town and village in Yorkshire.

News is sought of the whereabouts of Frank Bridgewater, Saskatoon. The seeker of said information is Cpl. Syd. Radley (R. 141955).

Jack "Curly" Fox, Vancouver, will, without any encouragement, sing every marching song of the Seaford Highlanders. Any disparaging remarks concerning the unit is taken as a personal insult by Jack, one of its former members.

UP AT OUR STATION



THERE SHOULD BE AN A.M.O. TO DEAL WITH GUYS WHO ATTEMPT TO RE-ARRANGE A PERFECTLY GOOD ENGINE



AND AN AIR MINISTRY ORDER WITH NAILS IN IT FOR THE CHARACTER WHO BORROWS DOUGH, THEN FORGETS THAT HE EVER KNEW YOU

"THERE SHOULD BE AN AIR MINISTRY ORDER"



AND AN ORDER TO CURB THE MORBID HUMOUR OF SOME DENTAL ORDERLIES ETC... WOULDNT BE A BAD IDEA.

WOLF CALLS

By G. E. B.

AMONG the recent additions to the pilots' roster on the Wolf Squadron are: F/O J. D. Orr, F/O Bryan, F/L MacKelvie, F/O Hill, F/O C. T. Brown and P/O Weaver D.F.M. and Bar, of Oklahoma. W/O2 "Duke" Windsor, La Riviere, Man., is back again after a lengthy absence.

A recent arrival from Canada, F/O "Dish" Dishforth, alias George, of Toronto, is the new engineering officer.

W/O W. J. Myers has been granted his commission. Another promotion is that of Carlo Marino, rigger, to corporal.

Back from leave are: Cpl. Morley and LACs Smith, Ralph, Demare and Newton. Now on holiday are: Sgt. Ross, Cpls. Day and Stark, and LACs Harvie, Laver, Dingwall, Birtles and Christie. A late report indicates that LACs Frank Batte and Mark Green are cavorting around in their familiar haunts in London.

Adjutant F/O Irvin is now in hospital, and has the best wishes of everyone for a speedy recovery.

A bang-up hockey team is being organised among the Wolves by F/O Pentland. Practices are being arranged, and the sextet will be a definite threat for RCAF Overseas hockey honours this winter.

Sgt. Cam Rowe wins hands down when it comes to flashy bicycles. He has slapped every colour of the rainbow on his wheel to make it a spectacular looking jalopy.

THUNDER FLASHES

By TED HOUSTON

ALL members of our squadron join in welcoming our new Adj., F/O "Bob" McCartney. May all his troubles be "orderly" ones. Just back from a week of bliss is F/O Jonnie Massey, Winceo Sweetman's D.F.C. bomb-aimer. Jonnie middle-aided it with Miss Judith Gibbs last week, and the honeymoon was a thoroughly enjoyable one, he assures us, but for a spot of duff weather. S/L Norris, former Brandon padre, performed the rites. Among the out of town guests present were W/C Sweetman, D.F.C., and F/L Roach, D.F.M.

P/O Stuart (a brand new one incidentally) is the recipient of numerous handshakes and backslaps these days. His Majesty has seen fit to honour him with the Conspicuous Gallantry Medal. 'Twas a shaky "do," and F/O Jimmie Dodge says he still sees those fighters in his dreams.

There is great misapprehension out at Squire Jock Cumlily's manor these days, for now that Nelson "Mac" McInnis has a spot of ribbon adorning his epaulet, all and sundry fear that "Hardrock" Davidson, Jim Brown or Vic Southwell may topple the edifice with their coars. "Mac" with his perfect sobriety of manner was ever the peace-maker of this crew.

Incidentally, while on the subject of commissions, how is this for an imposing array of new "flat" hats, G/C Edwards, A.F.C. will introduce the new members from S/L Hughes' crew. Harold Boles, navigator, Don Rawlings WOP/AG, F/L Kneales crew proposes George Jones, navigator, and "Red" Prill, WOP/AG. Wedding bells are on the way for P/O Prill and a comely little Waaf M.T. driver. Lou Archibald and Don Berry answer for themselves, and "Shuff" adds the name of "Baldy" Morrison, his master of dots and dashes. In addition, there are "Chip" Woodley, S/L Epps' bomb-aimer, Joe Palmer, F/S Griffin's bomb-aimer, and George Sparks, F/S Griffiths' bomb-aimer. May all their rings get wider.

"Butterfly Type" Gunn

One of the members of the treasury of the sergeants' mess can vouch for this story. James Gunn, our roving correspondent, when accosted by said gentleman in a local town the other evening, said, "I met them in the blackout." By "them" he was referring to two members of the fair sex.

Evidently the proposed trek of our softball champs is off, and "Pat" Patterson wishes to inform "Ted" Reeve and his gang that they are lucky. Football and hockey are carrying on the sports banner, however. Our hockey team started the season with a 2-1 victory. If you want to see touch rugby in the raw just drop around the hangar some afternoon. Yesterday's features were the running of Alf Hughes, supported by "Buck" Buchanan, Jim Brown's all round display and Martie Marton's tremendous line crashing tactics. "Flash" Genga in the meantime continues to lead our station team to victory. Its a pity, but "ops" failed "Shuff" Archibald

HE WHISTLED HIS WAY TO SAFETY

Shrill blasts on the small whistle flying men wear with their battle dress saved the life of F/O Keith Reynolds, London, Ont., when he was forced to ditch in the chilly waters of the North Sea.

Reynolds was navigator in a Boston at the time, but has since joined the Mosquito squadron led by W/C Paul Davoud, D.F.C., Montreal. The Boston was returning home after attacking enemy targets and flying through dense cloud. Arriving over the home field the pilot found solid cloud right down to the deck and swung out over the North Sea again. Finally, through a bad break, the bomber crashed into the sea, killing the pilot while Reynolds and F/O Jackie Taylor, Vancouver, WOP/AG, escaped in their dinghies.

Taylor was picked up in short order by a fishing fleet and taken to shore. An hour and a half later the same fleet found the young navigator sitting in his dinghy, too cold to speak, but still blowing the small whistle that had led them to him.

In retrospect F/O Reynolds said: "I shudder when I think of how cold the water was. It took me a day and a half in hospital to stop shivering—and that's not malarkey."

REJOINS OLD PALS

F/O Earl Morton, D.F.C., Three Mile Plains, N.S., has rejoined the RCAF Mosquito intruder squadron with which he flew his first operational tour. With F/O Tony Craft of the RAF, Morton had the honour of shooting down the squadron's first Jerry after it had converted to Mosquitos.

In his attempt to set a new record for consecutive dates, Well tried, though.

We all trust that Don Berry's Wildcats will settle down to a gentle trot now. This past week they have been in a terrific stretch drive. Finally, congrats to our new S/L Bob Epps. It's a well deserved promotion.

TALLEST PILOT IN EAST

Taking honours as the tallest pilot serving with the RCAF in the Far East, P/O George Hatch, Toronto, only smiles when you ask him how he managed to get by the "six foot two" rule for pilots. Officially listed at six foot three when he enlisted, now that he's in he doesn't mind admitting that he is "about 'six foot four,'" which may be a bit conservative at that.



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KRAUTS SHINE IN ICE LOOP'S FIRST GAMES

"Blues" and "Whites" Win After A/V/M Brookes Starts League

Two-thirds of Boston Bruin's Kraut line, Milt Schmidt and Bobby Bauer, paced the "Blues" of G/C A. D. Ross, Winnipeg, to a 9-0 triumph over the "Reds" representing the station commanded by G/C H. Carscallen, D.F.C., Hamilton, in the opening tilt of RCAF Bomber Group's 12 team hockey schedule.

In the second game of the twin bill, "Porky" Dumart, the other third of the "Kraut" aggregation led the "Whites," a squad from the station commanded by G/C G. C. Sampson, to a 3-1 win over the "Maroons," G/C J. L. Plant's station team.

The Blues had little trouble with the Red outfit, pouring four goals into the twine in the opening period. They added one in the second, and completed the tally with four more in the closing chapter.

Schmidt banged in three of the counters and helped team-mate Bauer to one of his brace of markers.

Hainsworth, son of George Hainsworth, of N.H.L. fame, starred in the Red nets although nine shots poured past him.

Opening ceremonies for the league schedule were in charge of W. L. "Bill" Craig, London, Ont., Y.M.C.A. supervisor. A.V.M. G. E. Brookes, O.B.E., Air Officer Commanding RCAF Bomber Group, made the opening face-off.

BLUES: Goal, LAC George Roy, Sault Ste. Marie; defence, Cpl. Howard Cells, Gull Lake, Sask., and Sgt. Fred Scott, Midland, Ont., centre; P/O Milt Schmidt, Kitchener, Ont.; wings, LAC Bobby Bauer, Waterloo, Ont., and LAC Fred Vickery, Sault Ste. Marie, Ont.; subs., LAC Scott Falservice, Blyth, Ont.; LAC Robert Thompson, Montreal; LAC Norm Macdonald, Toronto; LAC Harry Gorman, London, Ont.; Sgt. Lee Braland, St. Albert, Alta.

REDS: Goal, LAC W. G. Hainsworth, Kitchener, Ont.; defence, Cpl. L. Chibborn, St. Thomas, Ont., and F/S W. C. Thompson, Lipton, Sask.; centre, F/L G. H. Rainville, Grand Allee, Que.; wings, LAC H. T. Mitchell, St. Thomas, Ont.; and Sgt. L. M. Duncan, Toronto; subs., P/O R. H. Davis, Toronto; LAC V. H. Varley, Hedgeville, Sask.; Cpl. F. Jansen, Ottawa; LAC H. H. Evans, LaSalle, Man.; Cpl. M. Applebaum, Toronto; Sgt. A. M. McGregor, Regina; LAC C. N. McLeod, Melfort, Sask.

WHITES: Goal, Sgt. W. B. Chatfield, Winnipeg; defence, LAC G. A. Duhaime, Geraldton, Ont., and Cpl. "Porky" Dumart, Kitchener, centre; LAC J. D. MacBeth, Winnipeg; wings, LAC G. H. Velders, Montreal, and LAC J. F. Hickery, Winnipeg; subs., LAC A. J. Garrett, Windsor, Ont., LAC W. L. Littleton, Toronto, LAC H. Hicks, Montreal, LAC R. M. Stuart, Cornwall.

MAROONS: Goal, Sgt. C. Malone, Montreal; defence, LAC W. Devine, Thorold, Ont., and LAC R. J. Clarke, Toronto; centre, LAC M. Miller, Porcupine, Ont.; wings, LAC H. Stephenson, Barrie, Ont., and Sgt. R. Cowley, Wainwright, Alta.; subs, LAC W. Merrifield, Verdun, Que., LAC M. C. Couling, Wawanessa, Man., LAC R. Abel, Regina, LAC I. R. Harrison, Rimouski, Que., LAC J. Sumner, Niagara Falls, Ont.; coach, Sgt. H. Grice, Oshawa, Ont.

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BAS(E)IC NEWS

By JIMMY GUNN

OFF this week to be a "captain of the clouds," goes Cpl. George Renton, Brantford, Ontario's gift to the gentler sex. Being a great admirer of Air Marshal "Billy" Bishop's prowess as a marksman, George has elected to take training as an air gunner. "Besides, I'll be operational quickest that way," he commented, "and I want to get into things before the show is over." Optimistic?

Weeping salt tears these days is F/S Ted Houston, Thunderbird squadron Romeo. It appears that our handsome friend took quite a tumble for a titian haired beauty, but he took so long rehearsing those fateful lines, "Oh Eunice, will you be mine," that a progressive Scotchman of the Clan Stewart got in ahead of him.

Off to London to investigate for himself the tall tales of returning revellers is W/O Norm Zacour. Having been given all the gen by W/O Freddie Warner, F/S Bill McCarthy and Eddie "Torridd Tornado" George, "Zac" expects to blossom forth as quite the West End man about town.

Having pondered long on the biblical saga of Samson and Delilah, "Willie" Wilson has taken the plunge, and the handsomest mane seen in these parts is now just potential stuffing for a sofa cushion. As a result of his sterling example other potential violinists in the sergeants' mess are expected to follow suit. Hurry up, boys, we need some furniture for the new mess, and material is hard to get.

We extend the hand of greeting to S/L W. D. Flatt, who wisely forsook Winnipeg for Trenton and Ottawa, and has recently sojourned at London F/L Nick Carrie, the station adjutant, welcomes S/L Flatt as a valued colleague in his full-time job of keeping track of the administrative meanderings of F/S Doug Skinner, Cpl. Jim Donnelly, and LACs Dick Coffey, R. Vachon and J. Lavolette.

Western Wids

Arriving this week to add lustre to the local social scene are A/Ws Terry Jones and Dot Sidaway. Terry, who first saw light of day in Lethbridge (Alberta-lucky girl), has arrived via a stay in the ATS, and according to advance reports is a singer and hooper of no mean ability, while Dot is a native of Regina, one of western Canada's well known communities, and was employed in England as a civilian for some months before she donned Air Force Blue. Incidentally she came over here to be near her father, who is in the RCAR.

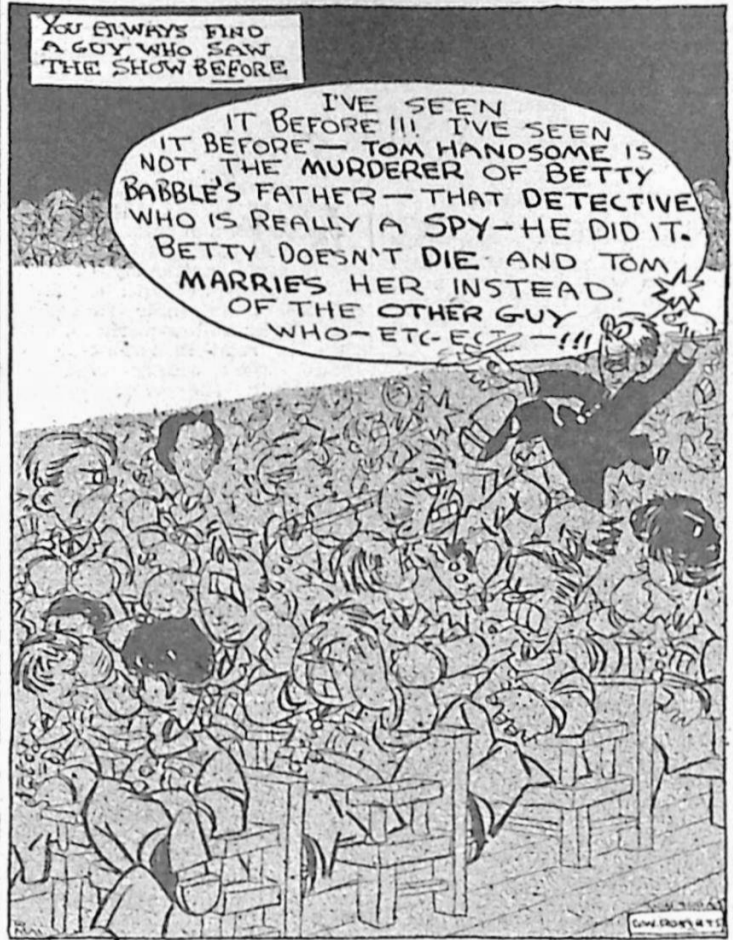
Latest member of the clan to feel the "smartening up" effects of the romantic urge is Sgt. "Shuff" Archibald. "I think 'Shuff' is a dear wee lad," a certain WAAF sergeant (guess who?) was heard to remark the other night. The situation has got "Hap" Hurley so worried that he is thinking of going on the wagon.

And the S.W.O. said: "Take up your beds and move—move anywhere just so long as you move." While the first of May is a long time away this was moving week. Among those returning to their rooms one day to find themselves evicted without notice were Cpls. Gord Arscott, John Stokes and Jim Donnelly and LACs Rene Belair, Pudgy Pennylegion, Roger Vachon, Walt Perchaluk, Mac MacCardel and Bill Sears. When last seen they were wandering hopelessly around the parade square with their chattels and household goods strapped to their backs, looking for all the world like Moses and his band looking for the promised land. Also being transferred from their present luxurious quarters are F/Ss Joe Joyal, Doug Slesner, Chuck Addison and Jim Reilly and Sgt. Joe Smart. The boys have several "flats" on the station in mind, but at present are dicker-ing for the installation of indoor plumbing and central heating.

In the field of fashion the new hair do for sophisticated W.D.s being sported by AW2 "Tiny" Baker is quite the thing. Being a mere male we will not attempt to describe its fine points save to say that it really is sump'n.

Highlight of the week from an entertainment and social point of view was the visit to the station of Robert Donat, who appeared in George Bernard Shaw's sociological play "Heart-break House." After the show the company were entertained in the sergeants' mess, where Mr. Donat speedily became "Bob" and obliged by doing everything from signing autographs to giving an osculatory greeting to a WAAF sergeant. The mess has entertained many celebrities in the past few months, but Mr. Donat was voted tops by everyone present and was given the traditional Canadian three cheers and a tiger on his departure.

THIS LIFE WE LEAD AT THE STATION CINEMA



RADAR MECHS SETTLE DOWN IN LONELY UNITS

Sports and Hobbies Take Up Their Time Off Duty

On the lonely shores of these islands many Canadian lads help man small technical stations, miles from any large settlement. Unlike the great bomber and fighter centres, there are no cinemas, Ensa shows, dances or other usual forms of entertainment. Here the lads are thrown on their own initiative to devise forms of diversion for their own hours. These intelligent technicians have developed a wide category of talents and hobbies during their stay on the outskirts of civilisation.

Stationed with four other Canadians and about 50 RAF lads and WAAF's, P/O Bob Soper, radio mech. officer from Hamilton, Ont., reports the successful introduction of softball. "Softball has been taken up strenuously by the RAF fellows, and particularly the WAAF," says P/O Soper. The equipment is supplied by the Y.M.C.A. Swimming, boating and fishing take up the rest of the spare time on the station. Stationed at the same spot with Soper were LACs Ian Wright, Govan, Sask.; R. T. Crawford, Hamilton, Ont.; Alan Myhr, Preeceville, Sask., and Cpl. F. J. Paynton, Kingston, Ont.

One of the lads on a similar station, hundreds of miles away, found a wife for himself. He married a Scots WAAF, whom he met during his seven months on the station. The station gave them a royal wedding. The WAAF's sacrificed their clothing coupons to get enough silver ribbon for decorating purposes. The C.O. gave the bride away.

Canuck Quartet

Total number of RCAF boys on this station was four. Beside the groom were P/O Harold Christiansen, Pembroke, Ont.; P/O William Van Horn, Bedford, Ont., and Sgt. Fred Millard, Calgary.

A nearby trout stream is the chief interest of two Canadians at another outpost. LACs Carl Craig, Harrow, Ont., and George Tether, St. Catharines, Ont. When George arrived some time ago, the boys staged an impromptu dance to welcome him. Again boating, fishing and swimming take up a lot of time.

When Tether arrived the lone Canadian, Craig, had a softball game in full swing.

There are more Canadians at yet another of these stations. None of these lads had previous radio experience. They include F/S Len Taylor, Montreal; Cpl. Andre Ducharme, Chambly Basin, Que.; LAC Louis Foss, Standard, Alta.; LAC Dave Tulley, Vancouver; Cpl. Doug Lawrence, Norwood, Winnipeg; LAC J. B. MacMillan, Toronto; LAC Neal Marvel, Swift Current, Sask.; and LAC Bill Pope, Drake, Sask.

Three Canadians were stationed on one RAF station when the RAF boys moved off and the Aussies moved in. The Canucks who were left had the task of getting used to another new accent. P/O J. H. Parker, Aylesford, N.S.; LAC Ed Rice, Toronto; and LAC Felix Foley, Douglas, Ont., calmly continued with the radio business while the changes went on.

RECORDS OFFICE A2 (CAN)

By LAC A. G. WALLINGTON

DISORDER reigned for a day when A2 (CAN) moved from one office to another. Now everyone and everything has settled down, and they all look happy again. Cpl. Willie Myers is in a heaven all of his own; he is N.C.O. i/c. Even Cpl. Gord "Freckles" Hornstein and his merry air crew promoters were talked into moving in with us.

The proudest man in Records Office is Marty Starr. The big white flash in his hat explains why. Marty has hopes of being one for Christmas (1944?) training as P.N.B.

Our G1 (CAN) journalist, Sgt. Mem Aitken, is away this week on a course and Cpl. Larry Sloan was deputised to write their news. Harry claims that his mind is a complete blank this week, so there won't be any news from them this time. Nothing really important happens over there any how.

LAC Geo Prew's mixture of Home Brew and Light is still claimed, by him, to be the best drink. We think that he is a promoter for the company that makes the stuff. The last month must have gone by fast, because both LACs Mitch Mitchell and George Nell started typing letters dated October.

On leave this week are LACs Al Pope, Vince Trudeau and Joe Thorlacius. Al Pope headed for his usual haunts in London—he can be found at the Ritz-Waldorf. Joe and Vince are going to give the Scottish lasses a once over, but lightly. LAC Mike Guina, back from a week of leave, claims "I had a very quiet and restful time." Blackpool will resound for another week with that "quiet time."

LAC Jim MacKenzie wants to remuster to a combination of trades. At the moment he professes to be A2 (CAN)'s official receptionist, printer, Joe and part-time typist. He is wondering if he can claim trade pay for all trades.

Another lad to leave the gang here was LAC Leo Reardon. Leo has been at Records for so long that he was fast becoming part of the fixtures.

To steal a bit of G1 (CAN)'s thunder: It is hard to figure out just what makes LAC Gunnar Carlson wander down to the washroom with his towel over his shoulder at about two in the morning after just going to sleep.

WEDDINGS

SAYERS -- JONES. — Radio mech. friends of Harry Sayers will be interested to learn that a letter received from him from Canada he informs WINGS ABROAD that he was married recently. He also has been promoted to the rank of sergeant. The wedding notice states that on August 28 Sgt. H. W. R. Sayers son of Mr. and Mrs. Wm. C. Sayers, Richmond Hill, Ont., was married to Miss Phyllis A. Jones, daughter of Mr. and Mrs. Joe. Jones, Gormely. The newly-weds spent their honeymoon in the Muskoka district.

PAY TABLE CRUMBS

THIS week I can only contribute "Just Stuff" such as one delayed action resulting from the Unit Dance. Through that dance, our unit songstress was thrown into the arms of our unit "Ivory puncher," so they say. What can't Entertainment Committees arrange?

At a recent ATS dance we, the Unit, were most surprised at V/O "Winnie" Wingate. There he stood, before all those people, singing Irish folk songs, and solo. Then to clinch it, the trio of Army, Navy and the Air Force (i.e. Winnie) gave us two reatrending selections. P. and A. section is really lucky to have such a man. Also at this dance, "Sully" Sullivan was on the receiving end of a prize bottle of Scotch. Nice spiel over the mike, "Sully," especially the plug for the home town "St. Timothy's."

The hockey parades continue in great style, and when 25 rookies rise from their slumbers at 0730 hours on a Sunday morning to practise shinny, it speaks well for the enthusiastic spirit of the team. Granted that "Willie" Sharpe, "Ray" Macleik and "Squirt" Joseph had only one eye open (one each that is), and "Johnny Boy" Peachy had none open, it nevertheless was a good session. The Sullivan, Joseph, Ireland line-up showed to a good advantage, as did the McGovern, Carroll, Barnes trio.

Tee-Vee and the Wids

The limelight, off the Wid Grid, still gleams on romances around the unit. Cpl. Studer's marriage to F/S Burns took place last Friday at Corpus Christi Church. Not many of us were able to attend, due to working hours, but we wish Ruth and Johnny all the happiness in the world.

Just a little ahead of the wedding were two Bravington jobs? Firstly, two of B.A.U.'s original members, Mary Duncan and Jimmie Patterson; secondly, two more recent arrivals, "Billy" Merryweather and Al Jarr. Congrats, you lucky four, and don't forget to let us in on any forthcoming "knot tying!"

In case anyone hasn't noticed the Wids still parade every morning and are improving some, too. "If ever a Wid suffered—" Sally Brooker has initiated a few new drill routines whilst being the blank file on parades. "Hop—one, two—hop" fits in very well from front to rear rank when the flight retires.

Cpl. "Skip" Bell returned from a pleasant leave, during which her hubby came to town, and surprised us with a smashing civvie job at the office one day. "Get-well" wishes are sent to Mae McCormick. Hope you'll be back on the beam again soon.

W.D.s interested in volunteering their time and first air experience Sunday mornings should hand their names into the orderly room. What for? The boys' hockey practices, silly!

Base Accounts Unit has hit a real high in regard to the Fifth Victory Loan. A very high target, considering our strength was set, \$20,000, and latest results show that we are up to \$20,650. This is really good going. Thanks, gang!

GUNNER LOGS DINGHY HOURS

Sub and Two Ju. 88's Help Harry Weber to Join Goldfish Club

F/S Harry Weber, Kitchener, Ont., is now sporting the emblem of the "Goldfish Club." He won it some months ago as one of a Whitley bomber crew over the Bay of Biscay when a sub was sighted.

The Whitley's bombs missed. The sub stayed up and opened fire. The Whitley stooged around to continue the attack until it was discovered the front guns wouldn't work. They zoomed over the sub and Weber raked the decks with his rear guns before they moved into a bit of cloud out of respect to the sub gunner, who was "red hot" with his cannon.

A little later two Ju.88s jumped them. The rear gunner traded shots with one of them and watched him break off, trailing smoke. However, the Ju.'s shots took effect, too. His flying partner gave the Whitley a bit of a lick, too.

It was necessary to ditch. The Whitley stayed afloat for 90 seconds and they climbed into their dinghy. The Jerry who had shot them down flew over and waggled his wings.

After four and a-half hours dinghy time they were picked up by a small vessel.

BLACHFORD LIKES "BAKER'S DOZENS"

When F/L Art Blachford wakes up in the morning he checks the calendar to see if it's the 13th of the month. If it is, he expects pleasant things to happen during the day.

Asked to rationalise his pre-occupation with the mystic (to him) symbol of 13, he points out that he joined the RCAF on November 13, was one of 13 Toronto men on board the 13th train to reach Halifax for a certain convoy, was promoted to the rank of corporal on January 13th, received his third book on June 13 and was commissioned on November 13. He attended No. 13 signals course in England, and was promoted to F/O and F/L on the 13th day of different months.

As station signals officer on the Canadian Bomber Group station commanded by G/C R. C. Gordon, the 23-year-old former radio "ham," needs all the good luck he can muster for his numerous responsibilities.

F/L Blachford started his Air Force career from scratch in the ranks. He arrived overseas in December, 1940, with the rank of LAC and spent a year in a fighter unit, later going to Coastal Command. He was one of the original officers posted to the RCAF Bomber Group.

PILOT GETS AROUND

"Among other countries," W/O W. Clearhue, Montreal, has flown over Britain, the Middle East, Burma, Germany, France, Holland and China, and has been hot at by German, Italian and Japanese pilots. He is now attached to headquarters of an RAF fighter station in Ceylon.



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HEADQUARTERS

ON Sunday Headquarters kids put their best foot forward and joined the Fighting Services, Civil Defence wits and veterans of the first World War in an Armistice Remembrance Service held at St. Giles in the Fields, Holborn. The RCAF band led the parade.

The M.T. are knocking on all cylinders these days. Hardly had the heads cleared after the wedding of Cpl. Bates last Friday when the Hackmen came through with the tidings that they are planning a struggle at the Pavlov's Arms this Saturday. The track opens at 7 o'clock sharp. There are a few tickets available.

Cpl. Dumals was in the general area when the bomb hit the dance hall last Sunday. Dumals was knocked around a little. He was fast enough to miss the high explosive, but the blast caught up with him.

There isn't a Boy Scout in the crowd up at Records. If there were they'd help Tenderfoot Delage build a fire. He tried for three hours to build a wisp of smoke into a flame, but without success. It has been said, 'ol' boy, that millions of fires are started yearly just by cigarette butts. Maybe you're trying too hard, Delage.

F/S Nuttall was seen carrying a scuttle in the general direction of the coal heap. What is this place coming to?

Ordinarily, when a guy lifts a desk, it wouldn't even make a kernel in this corn, but when a flight sergeant lifts a desk and that flight sergeant is Barry, well, that does make a scoop, doesn't it?

Cpl. Burnard, Sgt. Gordie Clark and F/S Fredette joined the boys about the bridge tables

WESTERN PADRE IS NOW WESTERN DESERT FLYER

Out in the Libyan desert there's a sky pilot from Big River, Sask., who's been getting a lot of hours in, flat on his belly in the bomb-aimer's panel of a Halifax. He is F/O William Craven, a Church of England clergyman who put the cloth aside to go active with the RCAF.

From a big RAF bomber station in Libya Craven has flown through the Sicilian and Italian campaigns and helped pulverise military targets in Sardinia before the Allies took over.

He's getting close to the end of his tour now, and when it's done Rev. Craven wants to re-muster to the chaplaincy.

Davey Has D.F.M.

On the same station is Sgt. Richard Davey, Durham, Ont., rear-gunner in a Halifax, who won the D.F.M. recently for shooting down a Ju.88 which attacked the aircraft near Reggio.

"The whole thing only lasted a minute," Davey explained. "He came at us from below and astern and raked our kite. He was about 150 yards away when

last Thursday night. This time prizes were won by Cpls. Jamieson and Croucher and Sgts. Goodchild and Dubois. Lunch will be served at this Thursday's session.

Such sessions are planned weekly with members contributing 6d's, a session with a view to celebrating the end of the season appropriately.

LAC Gagne hit the jackpot on his last one night stand as records duty joe. At four in the morning the phone rang and a feminine voice asked, "Records information? Could you tell me LAC Ross's phone number?"

"I told her to go to bed," Gagne said. "Ross—hmm, must be a great lover," he added.

When you were recruited, your introduction to the service started in the kitchen of the airman's mess. For overseas Wid recruits it's a little different. They get a lecture, and the rising stars on that horizon are none other than those callous veterans Sgt. Gord Duff and Sgt. Major Clarke. Home was never like this. Was it, girls?

I saw him. I got him in my sights and pressed the button. He was within 50 yards when he burst into flame and went down."

Flying Firefighter

Another Canadian flying in the same crew, Sgt. Ted Plaxton, Victoria, B.C., a flight engineer who has been posted back to the United Kingdom won a D.F.M. for bravery during the Sicilian campaign. Over Comiso the aircraft was riddled by ack-ack shells and a fire sprang up in the fuselage. Plaxton took care of the fire all by himself, while the pilot and navigator struggled to get the big bomber to a safe base.

"I was in that rear turret," said Sgt. Davey, "and suddenly found myself looking at the fin, with stars shining through where the flak had hit. But we got to Malta."

Solid Mass of Sergeants

There is only one crew on this station that is solidly all-sergeant. It is made up of Sgt. Pilot Don "Red" McIntosh, Souris, Man.; Sgt. George La Marre, Montreal, wireless operator; Sgt. James Carewell, bomb-aimer, Hamilton Ont.; Sgt. Ralph "Johnny" Cook, Waterford, Ont., flight engineer; and Sgt. Ronald Moffat, rear-gunner, Caledonia, Ont.

Every day the boys go into a familiar and thoroughly rehearsed routine. It usually starts off with Sgt. McIntosh saying he wants to convert to fighter planes.

"He hates this stuff of flying straight and level," says Sgt. La Marre. "Red isn't happy unless he can throw the kite all over the sky."

"He loves evasive action," pipes Sgt. Moffat.

Among other Canadians on this desert base are: F/O Robert Ellnor, Vancouver, Liberator pilot; F/O Don Bygrave, Davidson, Sask., navigator; F/O Don Harrison, Oliver, B.C., pilot; F/O Mike Wolfe, Trail, B.C., navigator; F/O Don Ross, Sherbrooke, Que., observer; F/O Doug Howes, Toronto, navigator; and F/S Russell Armstrong, Montreal, a rear-gunner now on his way back to the U.K. after finishing a tour of ops. on Wimpies in Tunisia.

FLIGHT COMMANDER

S/L C. W. "Woody" Smith, Windsor, is the new "A" Flight Commander of the Goose Squadron. He succeeds W/C Alex Mair, another Windsorite, who has been promoted to the command of the Squadron. S/L Smith is 25 years old. He joined the RCAF in January, 1941, and has completed 19 operations. He came overseas in November, 1941, and worked as an instructor for about a year before being posted to the Goose men.

WOMEN'S DIVISION

At last the Wid riding enthusiasts come into their own: the Western girls can shake their chaps out of mothballs, and the Eastern sophisticates can unpack their jodhpurs and ariding they can go down Rotten Row. If they march strangely on a Monday morning, and if they carry cushions to the office and cautiously sit on same, the while with a pained expression on their faces, we trust their fellow-workers, having also read in recent D.R.O. about the riding facilities offered to the Wids by the Kenmond Stables, 34, Queen's Gate Mews, near Gloucester Road, will understand. Bronchos are not promised for Calgarians, but a couple of wild "yipes" might jolt proper English horses into action. Anyway, for "them as rides" and don't read D.R.O.s, contact LAW Skene, first floor No. 20 (Ext. 14) by Wednesday preceding the Sunday you wish to ride. Note to Sgt. M. Morris—how about having some of those horses from your ranch shipped over in the next draft?

AW2 M. Melhuish, whose home is in England, one of our newest recruits, is new to the RCAF but familiar with airdromes and aircraft; before she joined the W.D.s she was employed on an airdrome, checking aircraft before they went up. She is now a postal clerk, but wants to be a hairdresser. Also among the recent recruits are the two Holmes sisters, AW2 Elizabeth and AW2 Kay, who lived in Toronto but came over to England in 1938, planning to return in December, 1939. They didn't—but hope to get there soon. They have a brother in the RCAF in Canada, and another in the British Army serving with the paratroop commandos.

"Dutchie" Dignam

We have our own "Blondie" strip right here in H.Q., featuring one of our fair corporals, who seems to get into all sorts of situations—like her latest: the bus was crowded, the bus conductress was on the upper deck—no one was available downstairs to collect fares, so Cpl. Dignam, of Toronto, took over. "Any more fares, please," she chanted up and down the aisle in her best English accent.

Sunday night's air raid came just a little too close to some W.D. personnel, with one reported casualty. AW2 May McCormack, born in Montreal, but who has lived with her parents in this country for some years and enlisted here, received injuries when she was in the ill-fated snack bar which was hit by a bomb—she was one of the few who escaped alive from the snack bar. She received several cuts and is suffering from shock—is at present in hospital. We hope you recover quickly and will soon be back at work in Base Accounts, May.



F/O Robert G. Middlemass, Montreal, subscribes to the Victory Loan. He is on his second tour of ops. His first was in Malta, where he was shot down. He is a fighter pilot. (Official RCAF Photograph.)

ON THE AIR

Wed., Nov. 10.—1.15 p.m. On the Forces wavelength. "Greetings from Home." Personal messages for men of the Services, recorded from Canadian stations.

Thurs., Nov. 11.—9.55 p.m. On the Forces wavelength. "Canadian News Round-up." Coast-to-coast Canadian news and sports highlights.

Fri., Nov. 12.—7.40 p.m. On the Home Service. "Science at Your Service." This deals with the work of Met., and is a talk that should be of interest to all station personnel.

Sun., Nov. 14.—2.30 p.m. Forces wavelength. "Johnny Canuck's Revue," including the singing of LAC Ted Hockridge of the RCAF.

Mon., Nov. 15.—6.30 p.m. Forces wavelength. "Canadian Calendar," which includes a story of the RCAF Overseas. Don't forget, men, there's the Hockey broadcast from Canada each week now. N.H.L. Hockey from the Maple Leaf Garden with Foster Hewitt. The Forces wavelength, Sunday at 2.15.

NIGHT BOMBERS

(Continued from page 1) found themselves in a grandstand seat for a duel between a Ju.88 and another Lancaster. The German flew so close to the Lancaster piloted by P/O Eldon Kears, Cardston, Alta., that Kears saw the swastika markings on its side. The Junker gave Kears' kite a burst as it passed, punched a hole in the Lanc's tail, and knocked out the wireless set. F/S Pat McManus, got Robb, Alta., the rear-gunner, got in a burst but the mid-upper,



"NOW, VOYAGER" (Warner) An adult psychological story that probes deeper than is Hollywood's custom. Bette Davis glories in the role of a neurotic spinster who learns to face life proudly and confidently. The psychiatrist, Dr. Jaquith, is well played by Claude Rains. Gladys Copper as the domineering mother and Paul Henreid in the romantic lead are both convincing.

"BALTO DEPUTY" (Tatler) On the story alone this film would hold little for an English audience. The plot lacks the universal appeal of many of the Soviet films. The production is noteworthy for a powerful characterisation by N. K. Cherkassov in the role of Professor Palezhayev, a great scientist and Soviet sympathiser in Petrograd, 1917.

"YELLOW CANARY" (Empire). Is Sally Maitland, daughter of a distinguished British military family, a German spy? If so, will Jim Garrick bring her to justice? Is Sally romantically interested in Garrick or in the Polish captain, Jan Orlock?

Anyway, it's a spy story. Anna Neagle as Sally Maitland is a refreshing eye-fel, and Richard Greene as Jim Garrick is as handsome a spy catcher as ever sleuthed on a Hollywood film lot. The plot is involved; you might even say it stretches the imagination. You'll have to see it to get the answer. Depends on your taste for spy pictures.

BUSH PILOT FLIES FIGHTER IN ITALY

With an RAF fighter squadron operating from an advanced Italian airfield is ex-goldminer bush pilot F/O J. R. "Jake" Woolgar, Edmonton. Jake's 30 years make him old for a fighter-pilot, but his 2,300 hours of flying in his log book when he went on operations are regarded with respect by his friends. When Jake finished his training he was made an instructor. Two years later he reached Britain. He was later posted to North Africa, and he joined his RAF Spitfire squadron during the Sicily campaign.

F/S John MacLean, Ripley, Ont., moaned: "He was so close I couldn't bring my guns to bear on him because of the angle." Other members of this crew were: P/O Dave Parise, Carraquet, N.B., navigator; Sgt. Alf. Brown, London; F/S Alf. Smith, bomb-aimer, Vancouver; and Sgt. Jock Adamson, Scotland, WOP. "It was so bright over the target we could see exactly where to drop our bombs," said P/O J. L. Dobbyn, Melita, Man., Lancaster captain.

Advertisement for THE LAMP STILL BURNS featuring ROSAMUND JOHN, STEWART GRANGER, and GODFREY TEARLE. Directed by Maurice Elvey. Leicester Square THEATRE.

Advertisement for THE SKY'S THE LIMIT featuring FRED ASTAIRE and JOAN LESLIE. Directed by ROBERT BENCHLEY. ODEON LEICESTER SQUARE.

ENTERTAINMENT GUIDE

Table listing theatres and cinemas with their respective shows and showtimes. Includes Hippodrome, Palladium, Prince of Wales, Savoy, Strand, Windmill, Dominion, Empire, Gaumont, London Pavilion, Marble Arch, New Gallery, New Victoria, Odeon, Paramount, Regal, Tatler, and Tivoli.

THANKS FOR THE MYSTERY! Critics and public alike have responded to our appeal not to reveal too much of the story of "Yellow Canary" . . . BUT 80% of the critics and 99% of the public have "spilled the beans" that this is a grand mystery thriller . . . thus forcing the vast Empire to change its plans by holding for a SECOND WEEK.

Advertisement for the film "YELLOW CANARY" featuring ANNA NEAGLE and RICHARD GREENE. Directed by HERBERT WILCOX. Empire, Regal, Marble Arch.