

Bombers Stoke Up Smouldering Berlin

RCAF's ENTIRE GROUP OUT ON FRIDAY NIGHT

Canadian Squadrons Make Additional Trips To Stuttgart and Frankfurt During Week

CANUCKS SEND THIRD OF FRANKFURT FORCE

TWICE in the past week RCAF Bomber Group squadrons have been over Berlin, assisting in the systematic destruction of the German capital. Following the two poundings they helped mete out the previous week, last Friday night's raid brought the total to four in ten days. Last Thursday morning, RCAF Halifax squadrons sandwiched an attack on Frankfurt-on-Main between two of the Berlin blows. The Hallies were out over Stuttgart on Friday night while the Lancasters were prancing the capital.

The Thunderbird and Goose squadrons were out twice in as many nights over Berlin. They encountered few fighters and little flak. Those German fighters that did get up had trouble finding the bombers in the clouds.

On the Friday night double raid every squadron of the RCAF Bomber Group was over a major objective. This was the first time that the entire force has been out.

Canadian Halifax bombers comprised a third of the attacking force over Frankfurt.

Berlin, Stuttgart

With clear weather, opposition was a little stiffer on Friday night's twin raid. More night fighters were out than on other recent Berlin attacks, according to the Thunderbird men, and crews had to contend with heavy flak and searchlight activity.

The improved weather conditions made observation of the target easier. "It was the first Berlin raid I've been on where I was able to see the results clearly," said F/L C. L. Walton, Saskatoon, pilot of a Lancaster.

ONE-GUN BOMBER HAS NINE FIGHTS

Making his first operational trip in a Lancaster early Saturday morning, F/S Pete Dennis, Fort William, Ont., shook off nine attacks by a trio of Messerschmitts, flew on to Berlin, dumped his load and returned safely to base. All this with only one gun in action and one engine knocked out.

It was his ninth op, the first since the Leaside squadron converted from Wellingtons to Lancs. Dennis's report of the action was brief and pointed: "Each Messerschmitt attacked three times, mostly from port and astern. We were hit on our starboard outer motor. The mid-upper gunner returned fire with his one good gun, and we just did evasive action and got away."

Canadian members of the crew were F/S Gordon Atkins, navigator, La Riviera, Man., P/O John O'Gorman, bomb aimer, Perth, Ont., and Sgt. Harvey Quesnel, rear gunner, Port Credit, Ont.

VISITING KITES RUN AMOK, CHARGE MOSQUITO CREW

Ever tried to outrun a Stirling bomber? Well, F/O Don Norcott, of the RAF, and W/O Lloyd Jenkins, Didsbury, Alta., both members of an RCAF Mosquito squadron, did. They don't recommend the experience.

"I was standing at one end of the runway," said F/O Norcott, "talking to the driver of the motor transport who would lead the bombers, making an emergency landing on our field, to their parking place for the night. We watched one land at the far end of the field and start toward us. When it was about half way down the field I realised that it wasn't slowing up very fast, so I told the transport driver that we'd better get out of there in a hurry. And I'll be blown if the WAAF didn't step on the gas and leave

me standing there holding my bike.

"I couldn't be encumbered with a bicycle. I dropped and started running. I must have had about 300 yards head start, but it wasn't enough. The Stirling swerved and came right after me, caught up with me, and the wing went right over my head. It was so close I could feel the heat from the motor."

W/O Jenkins, Norcott's navigator, was watching another Stirling come in a little earlier. He had to dive into a ditch when the bomber swerved, due to a flat tyre, and came to a stop just a few yards from where he was taking shelter.

Both flyers figure that this excitement on the ground compared quite favourably with that in the air when one night they had to come 160 miles to base on one motor.

Frankfurt

Canadian Halifax bombers formed one-third of the strong force that flew through thick, icy weather to attack Frankfurt-on-Main early Thursday

(Continued on page 5, col. 2.)

THESE "GOOSE" SQUADRON FLYERS HELPED TO BASH BERLIN



Cigarettes, coffee and "bags of line-shoots" abounded when airmen of the RCAF Bomber Group returned from a heavy attack on Berlin. F/O Gordon Hillman, Elrose, Sask., a navigator of the "Goose" Squadron (seated, wearing heavy jacket and wedge cap) passes the cigarettes to Sgt. Armour "Bud" Emerson, Smithers, B.C.

(Official RCAF Photograph.)

WIMPY DIVED THROUGH FLAK TO SILENCE SUB

Straddled Conning Tower With a Stick of Depth Charges

Two German submarines which recently left French ports in the hope of being able to reach the Atlantic shipping lanes undetected by Allied aircraft, were sighted and attacked in the Bay of Biscay by a RAF Coastal Command Wellington crew with which F/O John Bezer, New Westminster, B.C., flies as copilot.

The first attack was pulled off without opposition. But the second U-boat remained surfaced and fought it out with the aircraft. Its guns kept blazing away at the Wellington until they were finally silenced by a stick of depth charges which straddled the conning tower.

The Wellington came out of the fight victorious but badly damaged. It was a fierce battle, and before it ended the Wellington had its gas tanks riddled by bullet holes, its hydraulics shot away, one engine gone and Jack Bezer was on the injured list. Tracers from the sub's anti-aircraft guns had torn their way through the windshield of the plane, passed two inches above the Canadian's head, and his right cheek was grazed by a flying splinter of perspex. His injury, however, was not serious.

"We saw the two subs. on different patrols, but both attacks were made the same week," Bezer reported. "The first sighting was made just before dawn when we were on our way home, having completed a night patrol. The U-boat was fully surfaced and no gunners were on deck. So we attacked without opposition and dropped our depth charges when our Wellington was 100 feet above the sub's conning tower."

The crew was not able to observe the results of that attack because not a trace of anything could be seen after they had circled and returned to the position where the U-boat had been. Consequently they did not claim a definite sinking.

A Hard Battle

Six days later on another patrol the crew sighted another surfaced sub, but its runners were on deck and opened fire the minute the plane came within range. Flak burst all around the aircraft and the battle was on. Hits were repeatedly scored on the Wimpy as it manoeuvred for attack, but hits were also scored on the U-boat and its guns finally silenced when the

PILOTS TOO YOUNG FOR MOTORCYCLES!

There are two rugged operational types on the Lion squadron who've been taking a beating from their crewmates recently over the seemingly innocuous business of getting to drive a motorcycle.

Both are Halifax pilots and both flew on the last big Berlin raid. P/O Harry Holland, Biggar, Sask., has logged 13 operational trips and P/O Dave Olsvig, Parkside, Sask., 20.

Yet when they applied for third party insurance on their splutter buggies they were told to get a letter from a responsible party as both were under 21 years old.

Now the boys are telling them to grow up before they apply for licences.

GUNNER VIEWS NAZI FIREWORKS DISPLAY

A "scarecrow pyrotechnic piece" was used by the Germans as Lancasters attacked Berlin last Tuesday night. The fireworks are described by F/S L. B. Owen, Owen Sound, Ont., a rear-gunner.

"One of those scarecrow pyrotechnic pieces that are supposed to look like an aircraft being shot down in order to frighten us went off about 200 yards away," he said. "This was the only incident on the trip."

plane dove down through the intense flak to release depth charges from an extremely low altitude.

For two hours after the running battle Bezer's aircraft flew on one engine trying to get back to its home airfield. This was impossible, for a considerable supply of petrol had been lost after the tanks had been riddled by flak, one engine was out of commission, the aircraft's hydraulics were shot away and the pilot couldn't lower the wheels for a landing. When the coast of England was finally reached, the Wellington came in for a crash landing with bomb doors still open.

Bezer's wound has already healed completely, although this battle occurred very recently. The 24-year-old pilot is the only Canadian in his Coastal Command crew.

CANUCK SPITS GET TWO FWs NEAR CAMBRAI

Flight Commanders Score On Escort Operation With Marauders

When four Focke-Wulf 190's took off from an airfield near Cambrai recently a Canadian Spitfire squadron from W/C Chadbourn's wing came screaming down on them from 14,000 feet.

One of the Germans was shot down by F/L Art H. Sager, Vancouver flight commander, who drove home his attack when only 100 feet above the ground and sent the Focke-Wulf crashing head-on into a railway embankment.

The Spitfires were escorting Marauders of the USAAF in an attack on another airfield near Cambrai. During the same operation, another Focke-Wulf 190 was destroyed in much the same fashion by a flight commander of another Canadian Spitfire squadron, F/L J. E. Sheppard, Vancouver.

Five Focke-Wulfs had just taken off from an airfield in Northern France when Sheppard and F/L Deane MacDonald, D.F.C. and Bar, Mount Dennis who fly with W/C Buck McNair's wing, dove on them from 18,000 feet. Sheppard's cannon and machine-gun fire reached one of the five, which exploded and crashed to the ground.

Sager's First

It was a first victim for F.L. Sager, who has shared in the destruction of two enemy aircraft and damaged eight others, and his success was particularly popular with LAC J. Grindle, Powell River, B.C., and LAC E. Gordon, Edmonton, the rigger and fitter of his aircraft.

"The whole squadron dived together and stayed together from 14,000 feet and through cloud, though we were travelling at 500 m.p.h.," he reported. "We caught up with the last Hun to take off when he was only 300 feet up. I don't think he realised we were there until my strikes got him on the left side of the fuselage and cockpit."

After the encounter, the Canadian Spits had what Sager described as a "ringside seat for the bombing show." A successful action against a flak tower was carried out during the operation by F/O Henry K. Hamilton, Toronto, who shot it up after flak had caught another Spit. The swift attack silenced the battery, P/O T. Koch, Dilke, Sask., brought the damaged Spit safely across the channel.

CANADA-BUILT LANCASTER IN FIRST OP TRIP

Public Relations Officers Aboard to Record Berlin "Nursery"

ALL-CANADIAN CREW

LAST Friday night the first Canadian-built Lancaster went on its "nursery" to Berlin. Only a few months ago the aircraft, named the "Ruhr Express," rolled off the assembly lines at Malton, Ont.

Officially to the seven members of the RCAF Pathfinder squadron who manned her, the Lanc. is known as "Q for Queenie." Her performance throughout her first operation suited her nickname; it was majestic.

Two RCAF Public Relations Officers went along to record the occasion. F/O R. J. Taylor, Le Pas, Man., wrote the story, and F/L Burt Johnson, Windsor, head of the RCAF Press Photography section, operated a movie camera.

"Q for Queenie" was tenth to take-off, but first to return to base. She dropped her bombs precisely on the target at zero hour.

The attack apparently caught the defenders by surprise. The approach was a steady move-

CONGRATULATIONS

The following message has been received by Air Marshal Harold Edwards, C.B., A.O.C.-in-C. of the RCAF Overseas, from Air Chief Marshal Sir Arthur T. Harris, K.C.B., O.B.E., A.F.C., A.O.C.-in-C. Bomber Command:

"Congratulations on the first Canadian-built Lancaster to bomb Germany. Canadian industrial workers have now joined Canadian airmen who for so long have put their backs into the offensive against Germany. The enemy will soon know the results and have to sustain the increased bomb load which comes to them by courtesy of the Canadian aircraft factories. Everyone in Bomber Command will see to it that this new accession of strength is used to the best advantage and where it hurts the enemy most."

ment from England to the target, but the return was a severe test of the aircraft's manoeuvrability. The pilot hurled the aircraft into an endless series of zig-zags as the searchlights attempted to cone the bomber.

As Canada's Lanc. waltzed away from the target the Hun searchlights coned a FW190 below and to the portside of the bomber. So eagerly did the searchlight batteries concentrate

(Continued on page 6, col. 1.)

LAST-MINUTE NEWS

TWO FEWER FW190s

A pair of F.W.190s were destroyed by a Canadian Spitfire Squadron led by S/L George Keefer, D.F.C., Charlottetown, P.E.I., as it escorted U.S. Marauders on a raid into France.

F/L Doug. Matheson, Montreal, attacked two Huns and destroyed one with a short burst. The second Jerry escaped.

F/O L. M. Cameron, Toronto, got one of six Jerries who attacked a section of the Canadian squadron from out of cloud as the Spitfires were over the French coast on the way home.

One F.W. was damaged by F/L W. R. Tew, of Toronto.

WINGS ABROAD

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EDITORIAL

TELLING THE PEOPLE

WING-COMMANDER R. C. MACINNES has been posted to A.F.H.Q., Ottawa, after nearly three years' overseas service. He will continue at home a job that, as Director of Public Relations, he had been doing since the first day he stepped ashore in the U.K.

It was a job that Rod MacInnes believed in, and one which he has performed with all his considerable ability. He arrived in this country at a time when the press officer was viewed with a suspicion that sprang from a complete misunderstanding of his purpose in life.

His duties took him to every corner of the British Isles, and later to India, Ceylon and the Western Desert. Since June he had commanded the RCAF Public Relations Unit in the Western Mediterranean, which has chronicled the day-to-day achievements of Canadian airmen in Tunisia, Malta, Sicily, and finally, Italy.

In the course of his relatively long overseas career, W/C MacInnes became the friend of countless members of the service. He crooked elbows with sprog pilots who to-day command wings; his London flat, eternally unlocked, was packed each week-end with air crews stranded in town on their forty-eighters.

For the information of those hundreds who made his office a routine port-of-call in London, Rod MacInnes can now be reached at Public Relations Headquarters, Laurentian Building, Ottawa.

CANADIANS TEAM UP WITH AUSSIES

There are not as many Canadians as there used to be on the roster of an Aussie coastal squadron in North Africa, but enough are left to make a hustling softball team. At one time almost 75 per cent. of the aircrew was RCAF.

Now, because of flyers finishing their tours and being posted, not so many are left, but with the addition of some Aussies a ball team has been formed.

"A couple of them are really good," said F/O A. R. Ruggles, Toronto navigator, as he shagged flies with Aussie team mates in preparation for a game the next day with a USAAF team.

Two other Canadian flyers were leaving camp at the same time to play rugger with a couple of Australian teams. One was F/O Herb Lofk, Winnipeg, the other F/O Alec Davidson, Winnipeg.

"I don't know what it's all about, and from what I've seen it almost looks like legalised massacre, so don't count on me for that ball game to-morrow," Lofk called to Ruggles as he left.

FLOWERS FOR HOME

Delivery in Canadian and American Cities through Local F.T.D.A. Florists at All-Inclusive Rates. Postal Letter Telegram from 17/6 upwards. (Xmas Orders not accepted later than December 18.)

MODERN GARDENS, 47, Highgate High Street, London, N.G. Due to wartime conditions choice of flowers cannot be specified by sender.

IN SEARCH OF SOMEONE TO PAY

S/L Bill Millichamp Has Just Spent Nine Big Months in Africa, Making RCAF Lads Happy

MONEY isn't everything, but it helps a hell of a lot, and that holds true in the Air Force. There's no denying that the most popular guy in this outfit is the man who lets that eagle out on pay days. This is about such a guy, S/L Bill Millichamp, Toronto, who has just returned to England after nine months of asking the boys in Africa, "Are you getting your money?"

Just after he landed here he popped another question, with the result that he married Margaret Evans, of the D'Oyly Carte Opera Company, last Saturday. F/L Jimmy Johnston, Toronto, another Accounts man, supported S/L Millichamp as best man at the ceremony.

Before S/L Millichamp went out to Africa he was Deputy Director of Accounts at RCAF Overseas Headquarters. The recent shift to Canadian rates of pay, and the setting up of Accounts Units in North Africa, needed some tying together, and so he was sent out as an Accountant Liaison Officer.

His first stop of a long flying tour was the RCAF Accounts Base in West Africa, headed by Sgt. Basset-Spiers. They took over a new camp abandoned by an Air Ministry experimental unit. With all the jungle sounds of a Tarzan thriller as a background, Millichamp took up quarters in the officers mess as C.O. Accounts Officer and the only commissioned man on the station.

S/L Millichamp reports that the men at the Accounts Unit in West Africa haven't been better fed since they left Canada. Thanks to the efforts of an English lad, LAC Salt, who learnt cooking in the Service and is working like blazes for his stripes.

"LAC Salt," said the squadron leader, "can whip up a beautiful apple pie out of paupers. A paupai may resemble an apple but tastes like nothing at all. Young Salt slices them, adds a dash of lemon and lime,



The accountant takes a wife. In this case it's S/L Bill Millichamp and the "It" woman is the former Margaret Evans, well-known D'Oyly Carte singer. S/L Millichamp has recently completed a nine-months accountant liaison tour of West and North Africa.

(Official RCAF Photograph.)

pastries it, and the result is an effort that tastes like mother's own."

On their return home the lads at this West African Account Unit will be tempted to lie down on the job in the afternoons. They don't work after noon out there; it's too hot. Work is done in the morning and evening.

S/L Millichamp covered about 70 per cent. of the boys on the West Coast, the lads who fly the Hudsons and Catalinas on Coastal Command patrol and the ground boys who man the radio stations in the area. After the Accounts Unit was established and running smoothly he left for North Africa.

In North Africa he met W/C George Ault, Ottawa, who was having a little difficulty establishing an RCAF District Headquarters in Tunisia. While working the area as a liaison man he pitched in and helped the winco with the Accounts end of the set-up.

Working in a city that had been stripped by the retreating Germans, where it was difficult to get even such things as a hammer or a rake, their problems were plenty.

They acquired two buildings to house the district headquarters. W/C Ault picked one of the nicest homes in the residential district complete with grounds, statuary and palm trees. For the first shille they

fed on straight British rations, bully beef. An excitable Frenchman did their cooking, and the food was served by docile Italian prisoners of war. The officers would often comment to the cook on the preponderance of bully beef. All they could get out of him was a shrug of the shoulders, a wave of the hands and "Toujours, corny bif."

Here S/L Millichamp's duties increased in scope. The boys were not particularly worried about their pay. They didn't have anything to spend it on anyways. They heaped queries on him, from "Is my assignment going through?" to "When do I get my crown?" He stopped wherever he found a group of Canadians, and paid a visit to the City of Windsor Squadron, then in Sicily.

Perhaps the most laughable incident of S/L Millichamp's trip was the time they got two Praying Mantises drunker than lords. Nature must have been geometrically minded when she created a Praying Mantis. With a triangular head, four legs, and two arms clasped in prayer, a Mantis sits still and quiet like a dead stick, except when it's had a few.

"We shook the little insects' heads in a wine glass and they drank," said the Squadron Leader. "Soon both of them were staggering all over the table like two drunks after pub time. They ran into each other and a fight started. One of them became too tanked to continue and the fun was over."

S/L Millichamp covered thousands of miles during his nine months of liaison work in North Africa. A landing at an intermediate point on the way home added an exciting touch to the life of an accounting officer.

They came in cross wind, and just as the huge Fort touched down the pilot applied brakes. The right shoe seized and tons of aircraft slewed off the runway and careered crazily to a stop.

CASUALTIES

KILLED IN ACTION. K. B. Beziele, P/O, Brookville; A. Chibani, Sgt., Glendon, Alta.; H. W. Frost, Sgt., Toronto; F. V. Webb, F/O, Vancouver.

WOUNDED OR INJURED IN ACTION. F. D. Goedie, Sgt.

PREVIOUSLY REPORTED MISSING. NOW PRESUMED KILLED IN ACTION. B. Fisher, Sgt., Middle Stewach, N.S.; H. F. Locke, F/S, Riverhurst, Sask.; F. L. S. Set, Three Rivers, Que.; E. C. Patterson, P/O, Ottawa; H. G. Cross, F/S, Montreal; J. E. Bradley, F/S, Lashburn, Sask.; T. E. J. Casey, Sgt., St. Catharines, Ont.; K. H. Dalton, P/O, Summerside, P.E.I.; A. L. Cross, F/S, Melville, Sask.; R. W. Drury, Sgt., Winnipeg; H. G. Farrington, F/O, Toronto; M. D. Fox, F/O, Dunville, Ont.; R. T. Hanbridge, P/O, Peterborough; J. Maguire, Sgt., Winnipeg; L. W. Phillips, Sgt., Vancouver; E. W. Roberts, Sgt., Pileys Island, Newf.; W. W. Scrimgeour, Sgt., Toronto; H. W. Traver, Sgt., New York, N.Y.; A. M. P. O. Callan, Colo.; J. W. Beck, P/O, Hastings, Ont.; D. M. Witherspoon, F/O, London.

MISSING. H. E. Davis, F/O, Dunbar, Ont.; H. L. Douglas, Sgt., Saskatoon; W. J. B. Ingram, Sgt., Vancouver; A. B. Jackson, F/S, Glendon, Ont.; J. A. R. Langlois, F/S, Sackville, N.S.; G. McDonald, Sgt., Toronto; H. C. MacMillan, F/S, Toronto; C. F. Phillips, Sgt., Montreal; A. Pitkethly, F/O, Ottawa; J. H. Sills, F/S, Vancouver; A. B. Steadman, F/S, Barle, Sask.; F. E. Sutherland, F/S, Peace River, Alta.; J. H. Tovey, F/S, Elmona, Alta.; L. E. Aspinall, P/O, Kenosha, Wis.; M. Braderick, F/S, Windsor; R. W. Burke, F/O, Ontario; Wash.; J. D. L. Cloutier, F/O, Three Rivers; W. P. Coleman, W/O, Tisdale, Sask.; G. O. Dickson, P/O, Central Ontario; N.S.; R. S. W. Esmy, F/S, Expanse, Sask.; F. F. Martin, Sgt., Winnipeg; H. F. E. P. O. Toronto; L. A. Stemmer, Sgt., Britton, Ont.; K. C. Windsor, Sgt., Montreal; W. Mel. Brown, F/S, Prince Rupert; W. E. Chambers, F/S, Pembroke, Ont.; F. S. Moorpark, Man.; A. V. E. Humphries, Sgt., Victoria; B. Moore, F/S, Kinley, Sask.; L. T. Olmstead, F/S, Portage la Prairie; P. M. Shu'nan, Sgt., Toronto; D. E. Swager, P/O, Unionville, Ont.; C. W. Sutherland, Sgt., Toronto; D. D. Witts, F/S, Moonson, Sask.

KILLED ON ACTIVE SERVICE. R. E. Ritscher, P/O, St. Louis, Mo.; H. J. Hanson, Sgt., Toronto; R. S. Arnold, P/O, Vancouver; G. E. Coons, P/O, Port Arthur; L. G. Dunlop, F/O, Mississauga, Sask.; V. R. Folkers, F/O, Ceylon, Sask.; W. J. Loudon, W/O, North Bay; J. Low, P/O, Kenosha, Wis.; E. R. Parker, Sgt., Regina; D. K. Stroud, F/S, Clarkson, Ont.; O. K. Main, P/O, Noel Shore, N.S.; R. W. Conway, F/O, Outremont, Que.; J. P. Wark, W/O, London, N. Ireland; C. W. Munch, Sgt., Galt; H. Pincock, W/O, Winnipeg; C. E. Russell, Sgt., Kincardine, Ont.; R. H. Smith, Sgt., Toronto; B. E. Brown, P/O, Yorkton, Sask.; H. Farrer, P/O, Itany River, Ont.

PREVIOUSLY REPORTED MISSING. BELIEVED KILLED ON ACTIVE SERVICE. NOW PRESUMED KILLED ON ACTIVE SERVICE. W. A. Allan, LAC, Durham, Ont.; H. F. Burt, Gerando, P/O, Toronto; D. L. Erickson, Sgt., Moonson, Sask.

WOUNDED OR INJURED ON ACTIVE SERVICE. J. R. West, W/O, Cherhill, Alta.; C. T. Mills, W/O, Barrie, Ont.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE. J. A. R. Cote, W/O, Lake Meagan, Que.; R. W. Denton, F/S, Ajax, Ont.

DIED ON ACTIVE SERVICE. J. Pawliuk, LAC, Waskaw, Sask.; J. F. R. Cullant, LAC, Grande Desat, N.B.; S. S. Williams, AF/L, Oak Lake, Man.; E. W. Anderson, P/O, Winnipeg.

FIGHTER FLIGHTS. After winding up their O.T.U. and A.F.U. stunts, three Canuck fighter pilots are waiting to get into action against the National Socialists. F/S W. H. "Tiny" Thompson, Ottawa; Bruce Reed, Toronto; and Harry Mitchell, Toronto, all of whom trained at Chatham, N.E., and Uplands, are hoping to clamber into Typhids any day now.

ONE KITE FORCES THREE U-BOATS TO SUBMERGE

It Attacked Another Sub Four Times Despite Heavy Ack-Ack

Fully surfaced and travelling across the Bay of Biscay en route to the Atlantic shipping lanes, a formation of three German U-boats was recently sighted and attacked by a Wellington aircraft, flown and navigated by two Canadians who are attached to an RAF squadron of Coastal Command.

One attack was carried out with bombs, and the other with depth charges, in the face of an intense barrage of flak. Captain of the aircraft was P/O J. W. Hermiston, Victoria, B.C.; F/O Lloyd Speyer, Toronto, served as navigator.

Flying on another Biscay patrol a short time later, these same two Canadians picked up another surfaced U-boat and made four separate attacks on it, one with depth charges and three with machine-guns. Heavy anti-aircraft fire was encountered during these attacks, but the Wellington came away undamaged.

During these low-level attacks Speyer left his navigator's table, and went back to operate the aircraft's beam gun. He scored hits on at least one of the U-boats, and when the plane returned safely to its base, he described what happened during the engagements.

"We had nearly finished our patrol, and there was lovely cloud cover," he said. "We flew right into it. It wasn't long before the three U-boats spotted us, and the guns from all three subs, opened fire simultaneously. Flak burst all around us, but fortunately their aim was a bit wild and our Wellington was not hit."

Really Low-Level

The plane dove to within 50 feet of the conning tower of one, singled out for attack, and released a stick of depth charges. Although Speyer's mates believe they damaged the sub, they know they didn't sink it, for the three could still be seen on the surface after the charge exploded. The Wimpy circled, sending a call for assistance, but the boats submerged.

Not long after the same crew spotted a single U-boat in the Bay of Biscay. They whipped in for a quick attack, but overshoot and the depth charges missed the target.

"We decided to machine-gun it," said Speyer. "I went back to operate the beam gun, and

AFRICA SPEAKS

While the native lad, clad only in a breech cloth, listened blankly, the Canadian squadron leader explained at length in pidgin-English that his aircraft was leaving the next day, and he wanted his laundry done, "one time-quick-savvy?"

After the squadron leader had exhausted his supply of pidgin-English the native boy replied, "Sir, we rather pride ourselves on the fact that we've never had to hold clean laundry because it is always ready for take-off time."

The squadron leader was staggered at the flow of perfect English.

"Where did you learn to speak English?" "Oh, I'm a graduate of a university in Nigeria," the native boy grinned.

DROPS THREE RUNGS TO PILOT BOMBERS

From squadron leader in the equipment branch of the RCAF to pilot officer and skipper of a four-engined bomber—that's the ambition realised by 28-year-old P/O W. M. Stephen, now a member of the Lion Squadron of the RCAF Bomber Group in England.

Rejected in February, 1938, when he was unable to meet the high eyesight standard required for aircrew, the Ottawa airman was accepted as a provisional P/O and assigned to equipment. He served in this branch in Ottawa for two years and later as S/L in charge of No. 1 Equipment Depot in Toronto.

When medical restrictions were lowered, he reverted to his present rank and went through his training at Belleville, St. Eugene and Uplands. He is well known in Kingston as an outstanding athlete at Queen's University and a member of the intercollegiate titleholders of 1936.

was lucky enough to score several hits during the three separate attacks.

It took only 10 minutes to complete the attacks before they forced the sub. to submerge.

COMMISSIONED

Pilots—T. Douhassoff, New York; H. R. Browne, Lashburn, Sask.; J. Clark, Toronto; J. Harack, Winnipeg; C. M. Coule, Ottawa; P. D. Jolicoeur, Windsor; C. G. Hopton, Montreal; E. H. Ellis, Port William, Ont.; R. K. Metheral, Wapella, Sask.; R. A. Pratt, Toronto; W. G. Phillips, St. Lambert, Que.; E. A. Roemmelie, Windsor; J. Reynolds, Chamberlain, Sask.; E. C. Augustine, Port Colbourne, Ont.; A. L. Merkley, Vancouver; J. H. Sinclair, Vancouver; M. B. Tucker, Kamloops, B.C.; J. A. M. Nadou, Quebec; A. C. Davies, Montreal; J. E. Pollard, Westlock, Alta.; D. A. Moore, Vernon, B.C.

Navigators—D. J. McNeill, Toronto; J. R. Kinney, Nanton, Alta.; R. W. Link, Camrose, Alta.; D. B. Wilbee, Ottawa; L. James, Vancouver; R. J. Orr, Hamilton; G. C. Stephen, Toronto; S. D. Jenkins, Mount Herbert, P.E.I.; E. H. Wood, Kelsood, Man.; J. B. Thornber, Westmount, P.Q.; K. R. Middlemiss, Hearne, Sask.

Navigators "B"—C. Grant, Cleeves, Sask.; L. E. Crags, Punnichy, Sask.; D. D. Tod, Taylor, B.C.; T. MacMillan, Vancouver; W. L. V. Dason, D.P.M., Windsor.

W.O.A.C.—W. A. Little, Humber Bay, Ont.; A. R. Johnston, Radisson, Sask.; G. A. Phillips, St. Lazare, Man.; J. L. V. Morin, Montreal; J. M. Westlake, Moose Jaw, Sask.; W. T. MacMillan, Vancouver; Air Gunners—N. Neale, Montreal.

Operations (Filter) Branch—H. G. D. Scammell, Toronto; L. Zimmerman, Toronto.

Flight Engineer.—C. W. Nevins, Pennant, Sask.

Administrative Branch.—R. C. Plant, Ohio, U.S.A.

Administrative Branch (Intelligence).—G. R. Fanchuk, Peterson, Sask.

Radio Branch.—A. C. Beaudreau, Sackatoon; L. O. Bennett, Toronto; R. H. Carlyle, Vancouver; P. L. Fox, Regina; J. T. Horne, Winnipeg; W. A. Johnston, Toronto; H. Milne, Vancouver; J. K. Robins, Calgary; W. J. McLaughlin, Edmonton; J. W. Shedden, Edmonton; R. F. Schwalm, Toronto; P. J. Wallace, Vancouver.

Operations (Filter) Branch.—H. G. D. Scammell, Toronto; L. Zimmerman, Toronto.

GUNNERS TAKE BEST AWARDS

Two Immediate D.F.M.s Top Week's List of 19 Gongs

Two immediate D.F.M.s head this week's list of awards to Canadian flyers published in the London Gazette. Of 19 awards in all, 17 are non-immediate, comprising 15 D.F.C.s and two D.F.M.s.

Both immediate decorations go to RCAF gunners, F/S Philip Douglas Mitchell, Kamloops, B.C., and Sgt. Donald Mervin Cornish, Scout Lake, Sask. Cornish, WOP/AG with a Coastal Command squadron, is cited for two engagements with surfaced U-boats in which he displayed "great skill and determination." On both occasions the submariners' deck guns threw up an intensive barrage. Although in the second encounter Cornish's aircraft was holed by ack-ack shells, he pressed home his attack and damaged the U-boat so extensively that it was unable to submerge.

Worth a Gong F/S Mitchell, veteran of many heavy raids on German targets, is cited for shooting down an enemy fighter during a recent raid on Stuttgart.

The following have been awarded non-immediate D.F.C.s: P/O George Basarich, Clinton, Iowa; F/L Gerald Leddy, Calgary; F/L William Henry Earl, Balcarres, Sask.; F/L David Ramsay, Albert, B.C.; F/L Roy Bell, Belle Plaine, Sask.; F/O J. L. G. Taschereau, Quebec; F/O Victor Ardis, Coronada, Calif.; F/O Walter K. McGregor, Port Arthur, Ont.; F/O J. W. Lauro, Chicago, Ill.; F/O J. F. Lenihan, St. John, N.B.; P/O Roy McKenzie, Regina; P/O James Easson, Toronto; P/O Fred Derry, Toronto; P/O J. A. L. Johnson, Ponoka, Alta.; P/O Anthony Morabito, Creston, B.C.; Non-immediate D.F.M.s go to P/O D. H. Parker, Lower Granville, N.S.; and F/S Walter Jackson, Edmonton.

JARVIS SNAPS JAPS

F/L W. D. P. Jarvis, former navigation instructor at Malton, London, Ont., and Dunville, is flying fast and far these days over Japanese-occupied Burma as photographic reconnaissance pilot attached to an RAF squadron in India.

When he joined the squadron Jarvis ran into F/S J. M. Sabourin, Ottawa, whom he taught navigation at Dunville.

Geraldton, Ont.; H. A. Weeks, Chilliwack, B.C.; E. M. Wood, Orillia, Ont.; J. G. Bennett, Carleton Place, Ont.; R. J. Scofield, Kelvington, Sask.; R. B. Jackson, Balfour, Ont.; G. McCracken, Toronto; J. G. Connell, D.P.M., St. John, N.B.; J. G. Morrison, Novar, Ont.; A. A. Pattou, Winnipeg.

Flight Engineer.—C. W. Nevins, Pennant, Sask.

Administrative Branch.—R. C. Plant, Ohio, U.S.A.

Administrative Branch (Intelligence).—G. R. Fanchuk, Peterson, Sask.

Radio Branch.—A. C. Beaudreau, Sackatoon; L. O. Bennett, Toronto; R. H. Carlyle, Vancouver; P. L. Fox, Regina; J. T. Horne, Winnipeg; W. A. Johnston, Toronto; H. Milne, Vancouver; J. K. Robins, Calgary; W. J. McLaughlin, Edmonton; J. W. Shedden, Edmonton; R. F. Schwalm, Toronto; P. J. Wallace, Vancouver.

Operations (Filter) Branch.—H. G. D. Scammell, Toronto; L. Zimmerman, Toronto.

Advertisement for Palmolive shaving cream. The ad features a large image of a Palmolive shaving cream can with the text "NO QUARTER FOR WHISKERS" curved above it. Below the can, it says "FROM PALMOLIVE shaving cream". The ad describes the product's benefits: "Its rich, olive-oil lather gives the double luxury of a smooth shave and a soothed and comforted skin. Softening the beard in one minute, its strong bubbles—which last at least ten minutes—keep bristles erect for the razor." At the bottom, it lists prices: "PRICES: 1/6 & 2/6 Including Tax".

SHORT SQUADRON FLASHES

SUB GETS PASTING FROM SHIRES' KITE

One of the few contacts made with the enemy by RAF Coastal Command squadron in the Mediterranean was scored by P/O Jerry Shires, of Vancouver, a pilot.

He and his crew were on night sortie when they met an enemy sub. off the coast of Corsica. As a result of their attack the enemy ship was unable to submerge. Next day it was knocked off on the surface. Shires and his crew were credited with a damage.

Other Vancouver fliers with the squadron are F/S "Blondie" Hanlon, a WAG, and P/O Garth Allen, a pilot. W/O Jack Sworder, an observer, hails from Penticton.

THE MAIL BAG

By "POP" POPLOWKY

DAN CUPID has certainly had his hands full at the Base. Best wishes to LAW Taylor upon her recent marriage to an RAF sergeant. It started back in Canada when the groom was taking his air crew training. Cpl. McNicholl, a dark-haired, starry-eyed, ogglesome thing, had trouble sorting letters of late. A glittering diamond somewhat weighs down her third finger, left hand. The flight sergeant is suspected. One of our Wids has recently been nick-named "Lucky Mrs. Buggsy." Her look of super-joy is accounted for by the arrival of her hubby, W/O Jessiman, who is returning to England to terminate three months of lonely separation.

Some of the fellows have utilised the opportunity of visiting the Fleet Street premises of the *Daily Express*. "Late and Sleepy" Leake missed this tour twice, but Jenner, Wylie, Kowalczyk, Menard, Parling, Flood, Wolfe, Battle, Norris, Cpls. Keep, Lamey and McDougall, etc., have seen the paper go to press. Some show!

Tonsorial Note: Our Base barber, Euclide, has gone lah-de-dah on us. He's going to get a white jacket and really cut hair in the style we've been unaccustomed to. LAW "Scotty" Forbes was his first female customer.

Prodigal sons LACs Cowan, Tracey and Seip have returned from their leave. They look much the same.

One For the Book

Cpl. William Sherriff saw his father for the first time in 28 years when he dashed up to Coventry on leave. The family became separated when his dad remained in the Service and the Sherriff offspring joined relatives in Canada.

Those "touching" scenes so prevalent a few days before pay day are by far the most "touching" in the Registration Room.

Did you hear the new condensed version of "The Beauty and the Beast"? It's only three words long—"No No, No!"



Dropping the puck to start off the RCAF Bomber Group Hockey League at a rink somewhere in Northern England is A/V/M G. E. Brookes, O.B.E., Air Officer Commanding the Group. On the left is LAC C. N. McLeod, Melfort, Sask., while at right is P/O Milt. Schmidt, Kitchener, Ont., former Boston Bruins star.

(Official RCAF Photograph.)



BOMBS were flashing and ack-ack guns were barking in Milan on the night of July 4 last, but photofan extraordinary, F/S Jimmy Seaton, was high above, calmly leaning out of a RAF Lancaster rear-gun turret taking a few candid camera shots for his private collection.

"Such calm, such nerve," said we, embarrassing Jim no little. "Naw," he replied, "lots of the boys do it. The officials aren't keen on the idea, but the lads with cameras like to take shots on the trips when they can get film."

Best pics. of which Jim can boast are of Mont Blanc, Europe's highest peak, taken on that same Milan trip.

Jim, who has six more trips to go until he finishes his first tour, was taking a few days leave in London after playing a part in the three big blows on Berlin ten days ago. He has been to some of the best targets Germany has to offer.

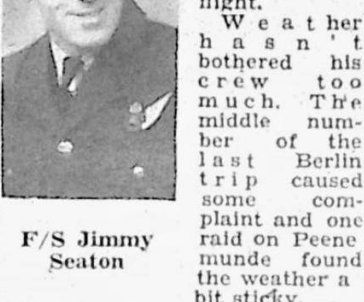
Of these, he claims Hanover is the hottest. Three times he has flown over the north German flak-spot. The worst banging Jim's ship ever had from flak came on a Milan raid. "We were stooging along in the dark when all of a sudden a single light went on. Then whump, whump, whump, all in the space of a split second," he says. The result was five flak holes, none serious.

One of the tough targets from Jim's viewpoint was the Wuppertal. It was the crew's first raid. Over the target at about 20,000 feet, they were badly coned. Not used to the bomb weight, the pilot put the aircraft into too

steep a dive. The Lanc. swooped down to 7,500 feet before the pilot was on top of the heap again.

Four times night-fighters have called for some attention from Jim and his fellow gunners. "We haven't shot any down, but we think we damaged a couple," Jim complains that the National Socialist fighters don't stay around long if you get a burst in 'em. "If you see them first, you're all right," says the flier.

We a t h e r h a s n ' t bothered his crew too much. The middle number of the last Berlin trip caused some complaint and one raid on Peene munde found the weather a bit sticky.



F/S Jimmy Seaton

Closest approach to a shakycame one night when the lads were ready to take off for Cologne. An oxygen leak was discovered just before curtain time. Flying control had a snappy ground crew on the job in a few seconds and all was set. Just as the bomber got into the air the engines cut. The pilot and flight engineer managed to get the aircraft under control again and over Cologne in time.

Taking everything into account, Jim is of the opinion that the crew has been lucky. "On the big percentage of our trips we have had no bother," he says.

In peace time F/S Jimmy Seaton was accountant J. A. Seaton, working with a large mining and smelting concern at Trill, B.C.

Two Ontario boys who went through their air crew training together on both sides of the ocean are now with different crews. Sgts. Bill McCourt, Toronto, and Jim McIvor, Whitby, were in London on leave together.

Three Alberta lads, now with a RAF squadron, are waiting to go on their first op. They are Sgt. Phil Sigardon, McMurray, Alta.; Sgt. "Alex" Michelchuk, from just plain north Alberta; and Sgt. Vern Goodwin, Edmonton. All three air-gunners took their training at Montreal, Quebec and Mon Joll. O.T.U., etc., found them together still.

P/O Paddy Shea, navigator, of Belleville and formerly of Colonsay, Sask., looked up from his work, trying to push back the accumulated North African mud and rain from his tent, and remarked that it didn't make him the least bit homesick for the prairies.

A year ago, he and a number of other fliers were operating from a French military field with permanent quarters, but now they're finding it hard to avoid such tactical errors as pitching tents where the rain is thickest.

Among the Canadians in the RAF coastal squadron led by W/O D. G. Keddie, of Ottawa, a veteran of many years in the RAF, are other Westerners, including P/O D. K. Senman, Rolleau, Sask., and W/O Bob Turner, of Calgary.

BAS(E)IC NEWS

By JIMMY GUNN

HIGHLIGHT of the past week on the local social scene was the opening "struggle" in the new Sergeants' Mess on the Base Station. Among the distinguished guests displaying their terpsichorean prowess were Air Commodore C. M. McEwen, M.C., D.F.C., G/C Doug. Edwards, A.F.C., W/C Alex Mair, F/L Nick Carrie and F/L Bob McCartney, who was wetting his second ring.

Air Commodore McEwen and S/L W. F. Butcher sponsored a "jitterbug" contest which was one of the features of the evening. To the everlasting disgrace of Canadian devotees of the more athletic forms of dancing it was won by an Englishman. After seeing F/L Carrie dance the Highland Fling it was the unanimous opinion that he would have been a cinch to win.

F/S Ted Houston was there in all his manly elegance, again displaying his taste for "Geordies," and casting the odd envious eye at the much-published "Blackout Beauties" who more than lived up to advance notices. Sgt. Tommy Plunkett, who is fast becoming known as the Base Lothario, also graced the occasion with his presence, devoting his attention very assiduously to a W.D. Sergeant from Group Headquarters. Most consistent patron of the new "long bar" was Eddie George, who was joined there by such accomplished was-sailors as Willie Wilson, Jim Reilly, Hap Hurley, Ken Jordan, Joe Tumilty, Don Berry, "Shuff" Archibald, and "Ponzi" Kozachenko, who was eyeing the bar take with a benevolent expression.

Blooming Romance

A Base romance which has been flourishing for the past several months has now broken forth into full bloom. The big day is December 11, when Phil Hunter will promise to love, cherish and hand over the weekly pay envelope to Sgt. Myra Rutherford. Phil enters marital detention at Sunderland, and considering the names of some of the guests who are going up for the event we suggest that in the interest of preservation of property it should be held at the athletic grounds in that city.

Another "Indian" who has bit the dust is Cpl. George Coe, the Base Station postmaster. He journeyed down to Wales last week to assume lifetime responsibility for a "taffy" lovely. Among those present to see that everything went off smoothly were J. Lavolette, Cpl. Jim Donnelly and Pudgy Pennelegion. Rather reminds one of the National Sporting Club in Toronto.

Leaving us this week for greener pastures is W/O Ken Jordan. His departure will be keenly regretted by upwards of 30 W.D.s as well as WAAF personnel too numerous to mention, while the local Women's Land Army party are already planning to go into thirty days' mourning. His place here is being taken by W/O W. D. Morgan, who will really have his hands full if he plans taking over Ken's social responsibilities. Just a word of warning, Sir. If you should happen to display any interest in any of the glamorous female members of the mess keep your eye on W/O Bob Sealey, who regards that department as his special preserve.

Back from the hinterlands is LAC Jack Natland, while Cpl. J. J. O'Neill, whose R.A.F. trade is stores basher, has arrived in our midst. Another recent arrival is Sgt. W. F. Russell, who comes from Renfrew County, Canada.

Just a word of warning to London authorities. Our "choir boys," F/S Doug. Skinner and F/S Chuck Addison, are heading for town on leave next week, and are taking Chief of Police Branch with them. You'd better be careful, Elliot; London is a dangerous place to visit with suspicious characters. On leave at present, visiting "relatives" in Aberdeen, is W/O Tubby Reid. He also hopes to establish relationships in Edinburgh during his stay in the land of the heather.

W/O Norm Zaccour has settled down at last. The erstwhile leader in the local romantic derby can now be found nightly in the mess playing dweckers and chess with Sgt. Charlie Bell. *O tempora, o mores.*

Toys for Orphans

The Base Concert Party is continuing to wow them in a number of local towns, and is building up quite a fund for the Hull Orphans' Christmas. The first consignment of toys for the kiddies has arrived, and to see Cpl. Joe Greaves and LAC Mac McCardel playing with them we are wondering just who Santa is going to visit.

Our special greeting mat is (Continued on next column)



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"TROPIC TOPICS" IS STILL FUNNY

INTRUDER ANTICS

By LAC GOLDBERG

Judging by the October issue of "Tropic Topics," which has just arrived, the watch repair situation is just as grim in Ceylon as in the U.K., with the result that an instrument basher named Ducker has gone into business along truly commercial lines. An advertisement in "Tropic Topics" reads: "Were you late for parade this morning? Did you work past quitting time? If so don't you think it's time to get that timepiece of yours repaired? The Ducker Watch and Instrument Repair Co. have been in business for nearly one-and-a-half years, and have several satisfied customers. Inventors of the 'Drop Test' system of repairing."

Here's an item that makes the saliva gush: "A visit to the local NAAFI reminds one of a Montreal grocery store. Sitting on the shelves you can find peaches from Hamilton, canned cherries and pears from Niagara, biscuits from London, Ont., pickles, relishes and chewing gum from Toronto, and best of all, beer from Montreal."

Another symptom of happier days for Canada's castaways on the strand of the Indian Ocean is the increased popularity of week-end trips to the island capital, Colombo. The importation of a WREN detachment may have something to do with it.

Among new air crew arrivals are W/O Archie Lowe, W/O Bill Chatham, F/S "Paddy" Palmer, F/S Jesse James, and Sgt. "Robbie" Robinson. In a draft of M.T. replacements came Elder Reddeman, Vancouver, Frank Adams, Winnipeg, Art Batty, Lethbridge, Alta., Fred Sorden, Conroy, Alta., Frank Burnell, Toronto, Joe Richards, St. Louis, N.B., and Fred Steep, Zuelph, Ont.

out this week for A/S/O Margaret Thompson, who lives or Lonsdale Road, Toronto, Canada. (lucky girl). With all these attractive Canadians reporting in these days, W/C Ernie Emond has concluded that his job as Base Administrative Officer is not too bad after all, while Base Adjutant Andy Simard is insisting that all officers report to him on arrival. Another new arrival is F/L George Caldwell, who comes from Halleybury, Ontario.

THE hall up at S.H.Q. entertained three fine artists, Grace Mervin, contralto, Bertram Harrison, pianist, and Leon Goossens, oboist. The latter is one of the ranking players of the world.

We hear that our hockey team, after several practices, are ready to start their offensive on another team.

The line-up will be a formidable one, with Fred Valenti as centre; the instrument man, Jpl. Prentice, on left wing; Red Woolnough, right wing; Charlie Linnel, left defence; Chris Palladine, right defence, and LAC Delance, goalie. Let's keep their games on the ice.

We hear Cpl. Harper is that way over a WAAF. He certainly wasn't discussing planes with her in the NAAFI.

Through the untiring efforts of F/O Ted Wilgoose the gymnasium will soon be ready for basketball.

Quiet, genial LAC Ken Parrish, an electrician with two years' service with us, is about to present WAAF Joan Ronvie with a ring on the third finger, left hand. The boys in Hut 26 wish him and his misanthrope to be all the luck they deserve.

It's Got Ruttan

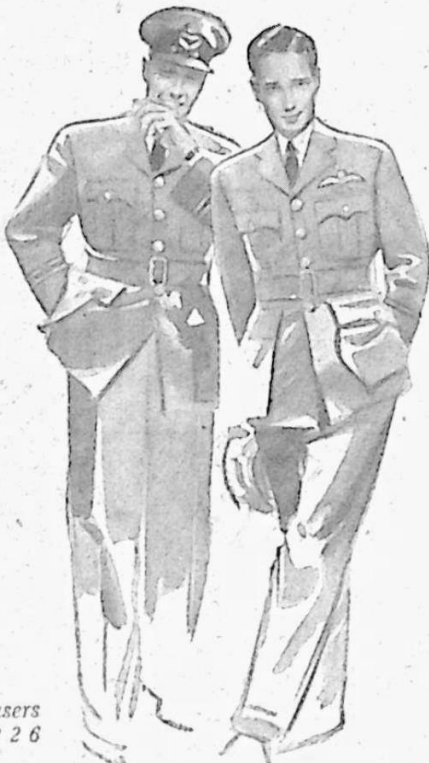
What we want to know is why LAC Johnny Ruttan, the "A55" Flight armourer, walks about with a vacant look in his eye. Is it his heart thumping against that manly chest? Who is that popular armourer in "A" Flight who goes around begging kisses from the blonde hairdresser in the Church Army? Why is Cpl. Bill Elworthy, the fitter of "B" Flight, staying in these nights? Is he saving his shekels for something big this Christmas, down Brighton way? Who is our lady killer? Lo and behold? Why does the mad Russian go down to Brighton twice a week? Why is it that despite the fact Cpl. Joe Taverna has a nurse in the Smoke (and mightily pretty, too) he spends 48's in the billet? Financial temperature low? Could be!

LAC Fortin, Brockville, LAC Harry Bedford, Montreal, and LAC Johnny Lepage, Ottawa, have all been posted. Great guys, they will be remembered.

From H.Q. we learn that "Baldy" Balderstone and Scroggie, formerly signalmen of the squadron, are back in England. How were the hot dogs?

Everything from the Cap down

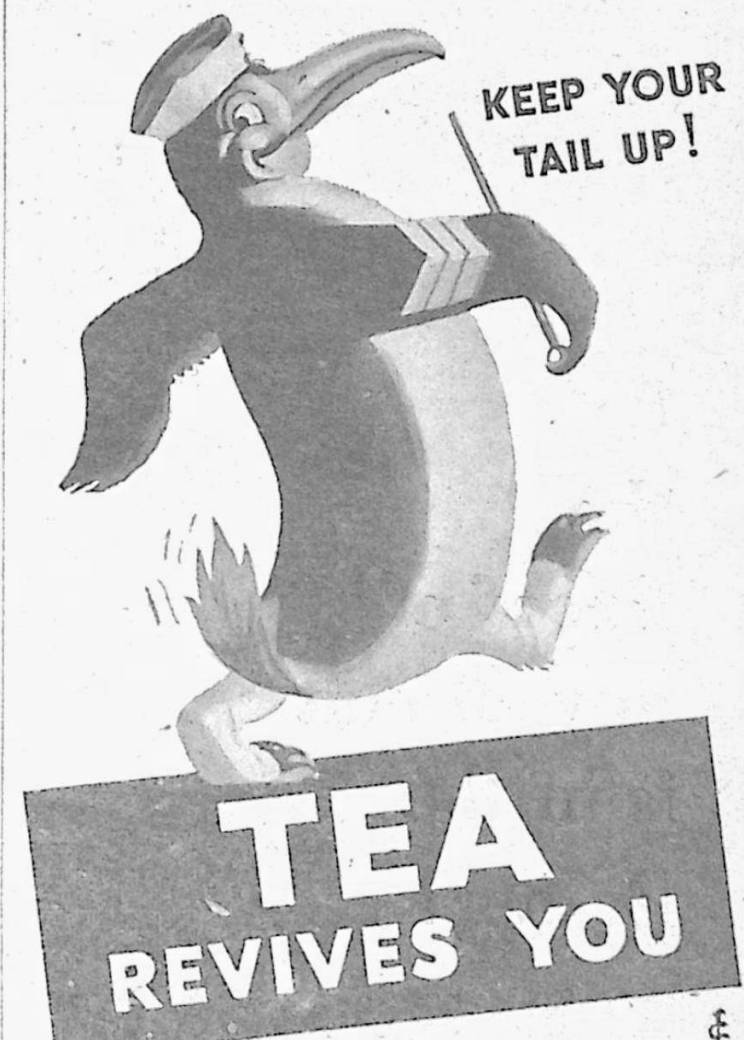
In the course of making uniforms we have always to consider over 200 different regulations, covering the various Armies, Navies, Air Forces and Women's Services of Britain, of our Empire and of our Allies' fighting forces. Then there are underclothes and accessories which present their own problems, not so rigid, but sufficiently exacting. In our own modest way we have to do quite a lot of dead reckoning in order to keep our uniform service complete.



R.A.F. Jacket and Trousers from £12 2 6

AUSTIN REED

OF REGENT STREET AND PRINCIPAL CITIES



Service and Auxiliary Personnel can obtain Coloured Copies of the above and similar pictures free for pin-up purposes. Apply to "Wings Abroad," RCAF Overseas H.Q., London.



WITH THE "RADIO MECHS."

WE had with us last week a radio mech. satisfied with his job and who considers he has had good breaks all along the line in the radio business. How different his story is from the tales that the average electron basher can pour into the ear of a cornered listener.

F/S Denis Benson, from Bridge Town, N.S., can be counted a radio success. With an excellent chance of getting on officers' training course in the not-too-distant future, a station he likes and plenty of radio equipment to work with Denis counts himself as the happy radio man.

Denis has come a long way in the radio business since he was a "ham" back in the Blue-nose country. "I never had my own transmitter but I liked to fool around with the stuff," he says.

When he enlisted in the RCAF he was sent to one of the first radio schools opened in eastern Canada. Illness knocked him out for a while and he resumed action at the University of Toronto. He then underwent the various advanced courses to which all gen radio men are subject.

Posting to the U.K. and more courses followed. Then came what he feels was his best break. Three times he was posted to stations that were in the organisation stage. "I gained a wealth of experience in setting up special radio sections during my stay at those stations," he says.

Just prior to enlisting Denis was preparing to enter university, but he's postponed that until after the war. His ambition was to become an engineer. From this spot it looks like the flight will probably become a crack radio engineer.



F/S Denis Benson

Acc ording to Denis, nothing much happens at his station that isn't directly connected with radio. About happenings in the radio world, at least the Service radio world, he keeps rather mum.

It seems a wedding brightened station life a few days ago when Cpl. Bill Fritwell took unto himself a wife. Cpl. Bill, a Westerner, is another radio veteran with two years on the same station to brag about.

The flight spoke of other Canadian lads on the station, including Cpl. Charlie Munday, Dauphin, Man., and LAC Howard Overend, a rookie among the veterans who took his training at one of the late U. of T. courses.

One electron gen man who was once with Benson's unit, Cpl. "Red" Wilkins, has left on a pre-commission course.

SOUTH WALES M.U.

By Cpl. E. F. Guy

CPL HENDRICKS and LAC Bailey have come home to roost and are happy to be back with the boys. They returned with dots in front of their eyes and empty pockets. What happened, boys? Did someone switch the dice?

Welcomes were also extended to Cpl. Clearhill and LAC De Vito on their return from the

hospital. Morrie said he wouldn't mind staying there for another week. He claims they fed him well, but we wonder if that is the only reason.

Cpl. MacInnis was stymied again. We wonder why the traffic lights stay red when he reaches London. Cpls. Hendricks and Dohoo are still waiting for the call that beckons them to return to the land of the Maple. It begins to look as if they won't be home for Christmas after all, but nevertheless they are keeping their fingers crossed.

We are still waiting for another big stag party and getting more impatient every day. Prices are rising also, so the longer we wait, the more it will cost. It is high time we got together and solved this problem. What about it, wolves?

NORTH ENGLAND

By George Maybee

WE wandered into the billet after "lights out" and inquired for the new chap that had just arrived at the unit.

"Right over here" came a voice from the corner bed. But after obtaining some of the craziest zen, we discovered we were interviewing the wrong man. A giggle from under the blankets betrayed Cliff London. Rest assured, Cliff, we will get even.

The new arrival is "Mack" McKinnon, from Derby, N.B. He has been two years over here, coming across with John Livick. In Clvvy street he was a jack of all trades. From the logging camps of B.C. to the logging camps of N.B. he worked as lumberman or carpenter. He even worked on a cattle ranch in Nicola Valley in the mountains of B.C.

At last we have found one—a radio mech. who plans on continuing in the radio field after this job is finished. Mack is particularly interested in radio-controlled industrial equipment. The McKinnons seem to be a radio-minded family. Mack has two brothers in this country with the army who are R.M.s and one at home in the RCAF. Mack declares he is single but since coming over he has developed an interest in the agricultural side of life, due no doubt, to having a friend in the Land Army. Welcome, Mack, and may you enjoy being here.

WILTSHIRE M.U.

By LAC Louis Ziff

CHRISTMAS greetings and best wishes for a Happy New Year come from Alec Wilcox in India to all his friends in Britain. In a letter to this correspondent Wilcox writes that he and Ernie Taylor are working 90 miles apart. They left Jack Morris in Bengal, where he is still stationed. Alec was enthusiastic about Indian sunsets, but found the nights cool. He and his C.O., both Canadians, are instructing the Englishmen at their station in the gentle art of softball.

Johnny Strom celebrated his birthday recently at Weston-super-Mare, where a party was held in his honour, and came back with the news that Jack Gillespie was enjoying four weeks' leave in Canada. Johnny's alter ego, Gordie McPhee, attended a wedding at (Continued on page 6, col. 1.)

INSEPARABLE THREE STILL IN ONE CREW

They're not in a rut, but three Canadians who trained together in Canada, flew the Atlantic as a crew and operated in West Africa together, are still going to work in the same Coastal Command Wellington with a famous Australian squadron in the North African theatre.

The pilot is F/O Claude Bourque, Ensign, Alta., F/O George McLeod is navigator of the ship and W/O H. J. McCarthy, Midland, Ont., is the wireless operator.

Another Canadian recently joined the crew, F/O G. G. Dunbar, of Calgary, a wireless air-gunner. Other Canadians in the same squadron are S/L Gordon Ough, Newmarket, Ont., and Sgts. Gerald Landry, Sackville, N.B., and Bill Munro, of Regina.

RECORDS OFFICE

G1 (CAN)

By Sgt. "MEM" AITKEN

SEEN and heard about: Vaughan Paul feeling happy for the second dance in succession and eagerly looking forward to the third, and he wasn't happy on account of the dancing either.

Why does "Polly" Poliquin also manage to find something else to do just as the Red Cross box begins its journey about the office? This "gen" supplied by courtesy of "Stoolie" Mugglestone.

Sgt. Harry Sloan, Cpl. Carl Walstrom, LACs Ben Turpin, Don Rogers and Jim Harder are all back at work after a session of "old man flu."

New arrivals in dock are Cpl. Bob Moses and LAC Geo. Hough—hope your journey isn't long or necessary, fellows.

At latest reports Cpl. Ted Bennett says the chocolate bars and candies are starting to pile up for our orphans' Christmas party. C'mon fellows, dig down and give.

One of our new arrivals recently enquired of an old-timer whether 62 pounds (legal tender) was enough money for nine days leave.

After "bunging" to the "old-timer" the newcomer was informed it would just do if he didn't overspend. Gad, and me with only tuppence.

A2 (CAN)

By LAC A. G. WALLINGTON

THE scarcity of cigarettes has developed into a real rag-famine, and has become a menace to the morale of the staff here. We are all wondering if they are still making them in Canada. Some of the fellows are contemplating buying pipes and smoking dried leaves.

Getting in a few leave hours are LACs Rolly Vaillancourt, Jack Harsh, Vern Johnston, Jim McKenzie, Johnnie Marmen and Jim Ballantyne. Rolly and Jack are exploring London for the first time—we hope there are no repercussions. Vern Johnston claims he is going to Scotland to visit "a cousin of his cousin's cousin." Figure that one out!

LAC Geo. Prew has made the front page news of his home town rag. The *Durham Chronicle* has published a whole letter Geo. sent home about his leave in Scotland. He now has notions of being a politician when he gets back.

"The Typing Pool Duet." Cpl. Willie Myers and LAC Al Pope have given out with rhythm renditions of nearly every song ever written. Is that a sign they are happy in the Service?

The lads are all happy about a recent move of accommodations. Those living on camp are now in huts of the "Y" Depot style. Complications are coming in thick and fast. LAC Eric Lavallee wandered down to the washroom wearing just pyjama bottoms and slippers. On the way back he got lost, and ended up on the main highway. Two Canucks who stopped him out in the road were certain he was looking for a psychiatrist instead of Hut 50.

Forgotten Man

There's one guy on this camp who has been here for months, and still hasn't been mentioned in WINGS ABROAD. Hailing from Toronto, Cpl. Jack Graham came overseas about a year ago, and has been dishing out the shekels to Canadians at Records Office since last June. Right now Jack is having a sojourn at the hospital recovering from an illness. We all hope that you get out fast, Jack. There are a lot of questions all ready to be asked.

Cpls. Gord Hornstein, Bob Heiser, LACs Al Pope, Jack Anderson and Bill Harrison spent an anxious night, but after the climax was over (and sentence passed) they agreed unanimously to attend all future parades. Al, Jack and Bill had dreams of digging brussels sprouts by torchlight.

THIS LIFE WE LEAD



NEW ARRIVALS

RIDDLED BALTIMORE GOES ON TO TARGET

An RAF Baltimore got something of a record recently staggering home from a daylight raid over Italy with 250 separate and distinct holes in the tail, wings, and fuselage.

The Canadian wireless op, Sgt. Claude Ashby, Lethbridge, Alta., told how his English pilot kept right on track, though his kite was thoroughly riddled, and managed to drop his bombs on the target before turning back. "Three or four chunks whistled mighty close to my head," he said later, "and I don't mind admitting that we thought we'd had it. I know I had my chute-pack ready. Then our observer was hit and wounded. Next a flood of fluid from the punctured hydraulics squirted all over me. But we got back and made a good landing considering the condition of the undercar, tires and tail-wheels." Other Canadians on the same squadron include Sgt. William Nelson and F/S Jack Riddell, both of Port Arthur, Ont., and F/S Charles Moore, Vancouver.

MUSTANG MEN

By SLICH

MONCY'S men made merry the other night when the Officers had a "do" in their mess. Did I say do? Sorry it was "done" to a turn, and so were the... but I guess I'd better whoa... saves wear and tear on the old pencil and on the censor's arm.

News item—man-child born to Sgt. McLeod. We understand that this is the first boy that any of the old gang have been able to produce. Nice going, Mac. This is old news now, as the fella is six weeks old, but we heard just this week that he has already sprouted two teeth.

Wandered into the photo section the other day to see what sort of models they had. Sgt. "Baldy" Collins was sitting in his office very businesslike. I think he saw me coming and dashed in just to look busy "cause all the rest of the guys were having tea in the Print Room. Archie (P/O Netherwood to you) was still on leave. Heard a strange noise, and after investigation, discovered that it was LAC "Brad" Bradford, or Vancouver, singing "Mary, Mary." "Scottie" Ross just sat and admired him with that "You'd be so nice to come home to" look, while LAC Pearce (another Limey) explained how someone had walloped him across the konk with a pipe. Just then, in walked Queenie. She's the cat that stays out all night and comes in in the morning, to do what any ordinary cat goes out every night to do.

More Of Same

"Frenchie" Marcoux was all excited about his air crew, but he can still make a darned good cup of tea. Cpl. Buckley, of Winnipeg, was nowhere to be seen, and Red Roberts, of Toronto, was probably away trying to make one of his fascinating gadgets work. They tell me that it's suicide to walk through his hut even in the daylight. There'll be a beary-eyed LAC Woolton around camp one of these days. He's on leave right now. I paid honour to LAC Nelson when he came in, by assuming that he was from Toronto, when all the time he only comes from Hamilton, poor guy. Just then in walked LAC "I wish I were back in Vancouver" Cogan. Right now he's the king of jankers and missing teeth. Said Brad, "How's your tooth?" Replied Jackie, "Still out!" The photo section is alive with such witty repartee, so next week I think I'll visit the photo bashers on the squadron. At least I might get a cup of tea.

CREW ROOM CHATTER AT CANADIAN BOMBER GROUP

Sgt. Ed Devaney, 19-year-old Halifax skipper from Edmonton, is 13 years the junior of his mid-upper, Sgt. Vic McKeown. Formerly of Sarnia, Ont., McKeown quit his job as an aircraft inspector in Toronto to join up.

Skipper of "Bachelor's Knell" in the same squadron, P/O Jack Snelgrove, Regina, has joined his navigator, F/O Dave Smith, Toronto, and his bomb aimer, F/O Bill Hunt, Edmonton, in the commissioned ranks.

The instructional staff at one of the group's heavy conversion units consist entirely of "gen men." Thirty of them have won gongs. The unit is commanded by G/C F. A. Sampson, Ottawa, formerly of Uplands.

S/L Chris Bartlett, D.F.C., from Fort Qu'Appelle, Sask., finds his current junkets to Germany vastly different from his first tour in the Middle East. Another second-tour man, F/O "Shan" Dunn, Montclair, of the Bluenose Squadron, refuses to let a camera come within shooting distance until he finishes his tour. The squadron's only other second-tour man, apart from W/C C. E. Harris, of Annapolis Royal, N.S., is mid-upper in the same crew, F/O Al "Pool" Hall, Ottawa, who served his first hitch on night fighters.

SWORDFISH GEN

If poppa and momma could drop in on the Swordfish squadron about this time, they'd have a hard time identifying their offspring. For a month now, there hasn't been an upper lip shaved among 18 members of the unit and the place is beginning to look like a barmen's convention in the 1880's.

A hair-cut reminder in D.R.O.'s inspired the idea. Said the order, "hair must be kept well cut and trimmed. Neither beard nor whiskers are permitted but an airman is allowed to grow a moustache provided the upper lip remains entirely unshaved."

Moustache club members have sworn not to shave their upper lip until Christmas day. Anyone who weakens and removes the moustache before Christmas will be fined four quid, the money to stand a round of refreshment for the braver members of the club.

Those growing the facial fur are F/L J. F. Acer, Montreal; P/O E. R. Davey, London, Ont.; F/O G. L. Smith, Winnipeg; F/O J. H. Senecal, Rosetown, Sask.; P/O R. H. Watt, Winnipeg; F/L M. W. Gibson, Picton, Ont.; P/O K. C. Wing, North Battleford, Lt. D. E. Ewing, Valley Centre, Kansas; P/O J. R. Murray, Armstrong, B.C.; F/O James Logan, Hamilton; P/O D. W. Boville, Ottawa; P/O D. D. Stamp, Coppet Cliff, Ont.; P/O W. M. Cole, Innisfail, Alta.; P/O E. Hanson, Ioco, B.C.; F/L C. R. Welfley, Winnipeg; P/O Tony Lapchuk, Winnipeg; Aux-Supervisor Frank Coffey, Edmonton, and P/O J. A. Enns, LaSalle, Man.

One charter member, P/O Enns, couldn't stand it any longer and broke the pledge while away on leave. He shaved and when he came back he was relieved of \$17.60.

PASS M.T. COURSE

Their M.T. course completed, LAC Alf Head, Grande Prairie, Alta., and LAC Tommy King, Toronto, have been posted to No. 6 RCAF District H.Q. Both boys were formerly security guards at RCAF Overseas H.Q. in London. Alf passed second highest in his class and Tommy was not far behind.

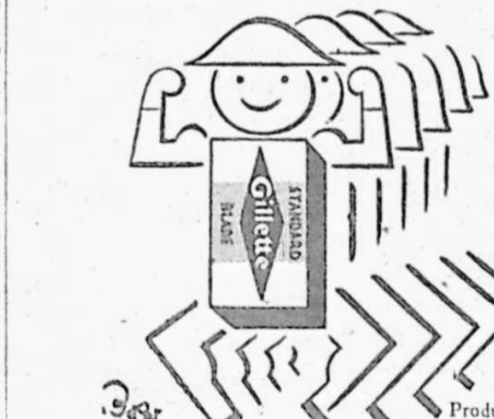
LANC. THREE TIMES

Over Berlin early Saturday morning one Lancaster from the Thunderbird squadron got itself badly snared in enemy searchlights. "We were held, altogether, for 20 minutes by the beams," says the skipper, F/L W. H. Spafford, Windsor, Ont. "They got us three separate times, and a Ju.88 attacked the first time we were lighted up."

The gunners, P/O E. W. Bishop, London, Ont., and Sgt. Gordon L. Bach, Winnipeg, got in synchronised bursts and the nightfighter disappeared.

DO YOU GO CRACKERS?

Will the person who borrowed the record book from the Crackers Club please return it? It is valued highly by the hostess of the club.



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

Keep 'em fit! You'll have to make your Gillette "Standard" Blades last longer, just as you did the Thin and Blue Gillette and the 7 o'clock blades they have replaced. They can take it—and give you the finest shave you can buy.

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

the Proof of any Biscuit is in the Eating!

WESTON

CANADA GIVES NEW WING TO RAF HOSPITAL

Engineers Begin Work on Plastic Surgery Centre in Sussex

As a permanent memorial to Canadian airmen who gave their lives in this war, the Dominion Government is building a new wing to the Plastic and Jaw Injuries Centre in Sussex, where many RCAF men suffering severe burns and disfiguring injuries have been restored to health.

Work on the new wing, which will cost £18,000, has already begun. Air Marshal Harold Edwards, C.B., A.O.C.-in-C., R.C.A.F. Overseas, announced this recently, adding that the work would be done by units of the Royal Canadian Engineers and financed by the Canadian Government.

For the duration of the war the wing will house a plastic surgery unit of the RCAF Medical Branch, headed by a plastic surgeon from Toronto, and staffed by Canadian medical officers, nursing sisters, orderlies and technicians.

Set up in 1939 by the Ministry of Health, the Centre is directed by one of the world's leading plastic surgeons and consultant to the RAF. Almost from its inception, and especially during the Battle of Britain, the Centre has been busy treating crash and burn cases. Employing new and effective techniques in grafting, the Centre has brought hope to men who were so mangled and burned in combat that they thought never to walk again. Yet many of these men are flying to-day.

A small unit of RCAF surgeons has been working in conjunction with the present hospital for the past two years. A great number of Canadian flying men have received highly successful treatment there, and the unit will be greatly expanded on completion of the new wing.

HE JUST MISSED 'WINGATE CIRCUS'

Going down for the count under a 1-2-3 attack of malaria, dysentery and jaundice caused the biggest disappointment of F/S Cliff Partridge's life. But for the combined wallop of the three diseases most prevalent in the tropics, the Toronto W.E.M. would have gone with "Wingate's Circus" on its daring 300-mile penetration into Burma.

After training for five months with the Chindits, as Brigadier Orde Charles Wingate, D.S.O. and two Bars, called his troops, the 25-year-old Canadian had to forgo the trip. Back in England after 14 months in the Far East, Partridge spoke admiringly of the British, whose dashing raid utterly confused the Japs in Burma.

"Brigadier Wingate was tough but understanding," he said. "What's more he knows jungle fighting as no other man knows it. He would not ask any man to do something he couldn't do himself, and do it about 100 per cent better."

Partridge debunked the glamorized notion most Occidentals have about India. "It's all hokey," he said. "The general filth, living conditions and odours are too much for the stomachs of Canadians. The only mystery of the East, as far as I am concerned, is where does that smell come from?"

Partridge returned to this country with a fellow W.E.M., F/S Tommy Colbert, of Hamilton. Both boys are now with a Canadian Mosquito squadron.

H.Q. GIRLS MAKE HOSPITAL VISITS

A Headquarters W.D. walking through a hospital ward, came upon a crash victim whose head and face were swathed in bandages and both his arms suspended from the ceiling by an intricate harness. "My gosh," said she, "what does the other guy look like?" At which the patient threw back his head and laughed heartily.

This kind of thing happens every Sunday, when a detachment of girls, heavily loaded with cigarettes, chocolates and other delicacies supplied by Auxiliary Services, invades the plastic surgery hospital where airmen, most of whom have been injured in plane crashes, go through the tedious process of having the damage repaired. Apart from the gifts they bear the girls spread good cheer and are credited by the medical staff with raising the morale of the patients, which is the best aid to recovery.

It all started with LAW Eileen Hassett, Vancouver, suggesting that the boys, some of whom had spent many months flat on their backs, deserved to be visited. She made the first trip herself, accompanied by Cpl. Joan Burnand, also of Vancouver, and LAW Doris Hollings, Maple Creek, Sask. The boys were so delighted that the W.D.s have not missed a Sunday since.

Recently the regular Sunday visit was supplemented by a concert featuring the Headquarters Glee Club and RCAF Band, with vocal solos by AW K. Lewis, of Sarnia.

BERLIN RAIDS

(Continued from page 1.) morning. W/C C. E. Harris, Annapolis Royal, N.S., who led his Bluenose squadron in the raid, said the weather prevented accurate observation of results. It was so cold that the aircraft iced up inside and out. Despite dense cloudbank over the target, crews reported that fires were well concentrated. The Moose, Lion and Iroquois squadrons also took part in the pranging.

Enemy fighters were active over the flaming city. Sgt. Bill Houghton, Hamilton, Ont., mid-upper gunner with the Iroquois squadron, saw his tracers tear into the wing of an Me109. "He killed our ring sign," Houghton reported. "We gave him two fairly long bursts. The first seemed to go short. It may have caught his tail. But the second went right through his wing. He dived down sharply out of sight."

Two Moose squadron gunners, P/O B. Ardis, Friendship, N.Y., and F/S F. E. G. Ker, Vancouver, told of a probable kill by P/O R. B. Learn, New Westminster, B.C., rear gunner in the crew of S/L C. S. Bartlett, Fort Qu'Appelle, Sask. "We were following Bartlett and saw the tracers enter the fighter. As Bartlett's kite corkscrewed the fighter went down in flames," said Ardis.

Said P/O S. R. Kelso, Roblin, Man., of the Bluenose squadron: "The weather doublecrossed us. Everywhere the sky was clear except over the target. We were picked up several times by searchlights on the approach, but the overcast screened us from fighters and cones. There is no doubt that large fires were started."

The Thunderbird and Goose Squadrons were out again on the Tuesday night attack on Berlin after playing an important role in the previous night's raid.

"That was a prang," "Good effort," "Better than last night," were among the comments made by returning airmen.

The pilot of a Goose Squadron aircraft, F/O Russell Clark, Erickson, B.C., reported that defences were not so strong. "There was not much heavy stuff to bother about, but there were bags of light stuff."

F/L Bill Russell, Mount Dennis, Ont., considered the attack was better than the Monday do as far as concentration was concerned. "There were only a few fighters around, and none bothered us," he said.

Flying with an RAF squadron, F/S L. B. Owen, Malpeque, P.E.I., reported that the flow of fires in Berlin was reflected across the clouds for an estimated five miles.

On his first trip, Bomb-Almer F/S R. P. Allen, London, Ont., said he could see the bomb flashes through the clouds. "There was one big explosion on our way out," he says.

Some of the Thunderbird lads who were on the raid are: F/O Jim McKay, F/L Tom Kneale, Sgt. "Chuck" Fortier, F/S Gus Johnston, P/O George Jones, F/L Wylie Spafford, Sgt. Ernie Bishop, F/S Ken Hammel, F/S Roger Coulombe, F/S Gerald Trembley, P/O George Daymond.

Among the Goose Squadron fliers were: P/O Michael Marynowski, Sgt. L. S. Yeo, Sgt. Joe Bolly, P/O Bill Barrett, Sgt. Bill Lennox, F/S Pguil Laflamme, P/O Jack Moore, Sgt. C. O. "Butch" Draper,



FEED ME MOMMA—ANY KIND OF A BAR

Sgt. Roy Smith, Barrie, who has had as much cold as he wants for awhile—he froze both hands on a trip over Berlin—is getting a bit of warm treatment and service from LAW Bea McMillan, Edmonton, during the recent W.D. invasion of the plastic surgery hospital.

(Official RCAF Photograph.)

PUCK CHASERS GET WEAVING

Phelan Announces League Rules and Double Schedule

Charles Phelan, senior supervisor of the Knights of Columbus War Services with the RCAF, has announced a list of rules and the schedule of the Southern England Hockey League. Three games have already been played in the Purley section, while two have been completed at Brighton in the second section.

All units must send an officer or senior N.C.O. in charge of the team to sign for equipment and be responsible for the group. Each team will be allowed to dress only 15 (fifteen) payers and must be ready at the rink to accept equipment at least half an hour before it is due on the ice.

A win will count for two points and a tie—one point each. No overtime will be played. Each team is to provide a referee and a goal judge, the referee-in-chief to be decided by a flip of a coin. Three 20-minute periods will be played with no time out. C.A.H.A. rules (1943) will be followed.

In the event of any team being unable to fill an engagement, Mr. Phelan must be notified in London, at least 48 hours previous to the game. Any team not able to ice a team within 15 minutes after scheduled time will forfeit the game.

For security reasons, the squadron and airfield numbers cannot be used, and in the following schedule names of commanding officers of stations are substituted. It is hoped the teams themselves will adopt names to facilitate publication of results and schedules.

- PURLEY**
 Sun., Dec. 5.—0945-1115. Brown vs London. 1115-1245. Elms vs M.P.H.
 Sun., Dec. 12.—0945-1115. London vs M.P.H. 1115-1245. Elms vs Hodson.
 Sun., Dec. 19.—0945-1115. M.P.H. vs Hodson. 1115-1245. Brown vs Elms.
 Sun., Dec. 26.—0945-1115. Brown vs M.P.H. 1115-1245. Hodson vs London.
- BRIGHTON**
 Thurs., Dec. 2.—1715-1830. Davoud vs Moncrieff.
 Mon., Dec. 6.—1715-1830. Godfrey vs RAF squadron.
 Thurs., Dec. 9.—1715-1830. RAF squadron vs Moncrieff.
 Mon., Dec. 13.—1715-1830. Godfrey vs Davoud.
 Thurs., Dec. 16.—1715-1830. Moncrieff vs Godfrey.
 Mon., Dec. 20.—1715-1830. RAF squadron vs Davoud.
 Thurs., Dec. 23.—1715-1830. Davoud vs Moncrieff.
 Mon., Dec. 27.—1715-1830. RAF squadron vs Godfrey.
 Thurs., Dec. 30.—1715-1830. Moncrieff vs RAF squadron.
 Mon., Jan. 3.—1715-1830. Davoud vs Godfrey.

This concludes the first half of the schedule. The second half will be published later.

BROWNIES TAKE CURTAIN-RAISER

In the opening game of the Southern League at Purley, W/C M. Brown's team defeated W/C Hodson's 8-1. Better condition and smoother teamwork made the difference.

Kerwin and Findlay starred for the winners, while Hutchinson saved the losers from a shut-out. In the second game London won by default from W/C Elms' squadron.

The line-ups were as follows: Brown: goal, Lupol; defence: Foster, Pentland, Fields and Patterson; Forwards: Kerwin, Boles, Kerr, Nichole, Brannigan, Orr, Findlay, Preston and Chivers. Hodson: goal, Dewann; defence: Blyth, Henry, Dalshond and Ketterson; forwards: MacLaren, Boll, Hutchinson, Copeland, Mahoney, Palk and Martin.

P/O W. R. Smith, F/S Douglas Mullock, P/O Leslie James, F/O Earl Howard, F/O Cyril Rodgers, F/S Lloyd Beer, F/S J. D. Harvey P/O E. J. Hurd, F/O S. O. Dempsey.

HOMETOWN TYPES MEET AT PALACE

Ever since they were small boys in Weyburn, Sask., P/O Harold Clifford Hoover, bomber pilot, and P/O Douglas Coutts Ferguson, navigator, have been hearing about one another. Yet the two never met until a few days ago—on the steps of Buckingham Palace, while both were waiting to be invested with the D.F.C.

Ferguson, who is 22, and Hoover, just two years younger, went through the same school back in Weyburn. Friends have been telling us about each other ever since I can remember," said Hoover, "but when we did meet we were a little too excited to talk about the home town."

CLEVE COWLAND DOES HAT-TRICK

Porky Dumart's Con Unit team was beaten 5-4 by the tri-unit squad from the station commanded by G/C Edwards, A.F.C., in what spectators called the best and closest matched game of the season.

The winners thereby hoisted themselves into second place in the Northern League. The team, drawn from the Thunderbird and Goose squadrons and from S.H.Q., has won three games and lost one to date. Outstanding line on the ice was the trio of Cleve Cowland, Melville, Sask., John Desolets, Sudbury, Ont., and Scotty Gourlay, Calgary. Cowland scored three goals on assists from his linemates and single scores were notched by Dunc McKillop and Lou Nott.

First period score was 3-2 for Dumart's men on two goals by Rhinehart and one by Garrett. Early in the second period the winners rattled in two goals and gained a breather before Stoney tied the score at 4-4. Cowland broke the deadlock with one minute of play remaining in the last period.

WOLF CALLS

By G. E. B.

FLIGHT - LOOT J. D. BROWNE, recently promoted from F/O, is the new "A" Flight commander in S/L Buckham's Wolf Squadron, while F/L Lambert holds the similar position in "B" Flight.

The local hockey club got into action for the first time against a neighbouring airfield on Sunday. Members of the team are Hardaker, Lupel, Pentland, Foster, Field, Patterson, Kerwin, Boles, Kerr, Orr, Brannigan, Nichol, Miller, Wilson, Chevers, Finley, Preston and Cousineau. Cpl. Standard and LAC Godd are looking after the equipment.

Sgt. Fred Winchester, Vancouver, has returned from a leave on which he got together with his brother, F/O Sydney Winchester, a wireless air-gunner, who has just returned from the Middle East.

Welcome Back, Bub Sgt. Roy Ross has returned to the flight office after a short sojourn in the hospital.

Off to a quick start in the new leave quarter are Cpl. Kallcenk, LACs Cameron, Carrington, Brandon, Tronnes and Broad, who will "hit the road" on Saturday.

Latest pilot to join the roster is F/O Dennison. Among those away on courses at present are Cpl. Cornell and Hardaker.

Four block-busting R.T.O.s, who left for a commando course some time back, have been poking their noses around the Wolf hangouts. They are Bill Stern, Murray Small, "Junior" Thomas and Elmer Wey.

HIS FACE IS RED

This one is on Bing Anderson, Canadian airman extraordinary, who slaves at Base Postal Depot. It seems that recently Bing spent most of an evening dancing with a young lady. Unfortunately, as the evening came to a close Bing became separated from his partner. He therefore offered his protective custody to another young lady.

But alas, poor Bing. Upon arriving at the gal's domicile he found the first young lady waiting for them. She was the girl's mother.

VETERAN AIRMEN IN LARGE DRAFT

A large draft of air crew officers recently landed at a British port. They included men from Australia, New Zealand, Newfoundland, Great Britain and Canada.

In experience they ranged from young pilot-officers, just graduated from the BCATP, to senior officers with many months of operational experience behind them.

Among the latter was S/L Weir C. Klassen, D.F.C. and Bar, Lillac, Sask. He has two tours of ops, totalling more than 50 sorties in Wellingtons to his credit.

W/C C. F. Newcombe, a former T.C.A. pilot, has done a tour of ops on Canadian coastal aircraft at Eastern Air Command. He was once C.O. of No. 4 S.F.T.S., Saskatoon, and No. 10 S.F.T.S. and Dauphin.

S/L McLean Haig, Belleville, Ont., on the same draft, was formerly camp commandant of No. 1 Training Command H.Q. at Toronto.

Travelling with S/L Klassen was F/L F. J. Chittenden, D.F.C., Brantford, Ont. Both came overseas more than two years ago as sergeants.

Many of the air crew lads were formerly in ground trades and remustered. Among them were P/O Charles Koebel, Kitchener; P/O Jim Meek, Winnipeg, and P/O Les Gray, Vancouver. Koebel has three years' service in the RCAF. He received his wings at Hagersville, Ont., the school where he spent nearly two years as an aero-engine mechanic.

Another senior officer in the group was S/L J. H. Giguere, former deputy-director of staff duties at Ottawa.

ENGAGEMENT

Engagement is announced of F/O Victor Houghton, son of Mrs. L. Houghton, Montreal, to Miss Margaret Lewis-Holloway, daughter of Mr. and Mrs. A. E. Lewis - Holloway, Swanage, Dorset.

RCAF COASTAL FLYERS STALK U-BOAT PACKS

They Destroyed Several in August-to-October Hunting Season

Canadian airmen serving overseas with the RAF Coastal Command have been responsible for the killing of several of the 60 U-boats which President Roosevelt and Prime Minister Churchill have announced were sent to the bottom of the ocean during August, September and October.

On several occasions during the past three months attacks by Canadian aircrew which may have proved mortal for the U-boats have frequently not been claimed as sinkings owing to the difficulty of ascertaining the exact damage caused by an aircraft's depth charges.

Nazi submarines, time and again during these months, have remained on the surface to fight it out with the attacking aircraft. And Canadians taking part in these sub versus aircraft battles have often come back to Great Britain with their kites severely damaged and riddled by bullet holes.

An outstanding contribution to the success of this Battle of the Atlantic has been made by all-Canadian squadrons attached to Coastal Command. But for every airman serving in these all-Canadian squadrons, there are many others from the Dominion who are sub-hunting as members of crews in RAF squadrons.

A Tiring Job

These Canadian Coastal Command fliers may not see land of any kind for nine-tenths of their patrols. They fly through every kind of weather, always on the alert for subs prowling near Allied shipping lines. For hundreds of hours they may see nothing but endless miles of water and sky. But sometimes Canadians have experienced their share of luck by attacking more than one enemy sub on the same patrol.

Among those who have been able to get two U-boat attacks in during one patrol are F/L D. H. Clark, D.F.C., Vancouver; F/O H. S. Thomson, Neniskam, Alta.; P/O George Ashie, Mille Roches, Ont.; F/O Bill Gallagher, Powell River, B.C.; F/O H. R. Armstrong, Pincher Creek, Alta.; P/O A. C. Wauthier, Caledonia, Ont.; W/O2 J. W. Carter, London, Ont. One Canadian who has been lucky enough to make two attacks in a week is F/O J. M. Bezer, New Westminster. Scores of other Dominion aircrew have taken part in individual attacks.

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CANADA'S LANCASTER

(Continued from page 1)

on their own plane that the pilot fired off a recognition flare.

Not only bombs were dropped by the crew. A copy of a London newspaper bearing the headline "Berlin Bomb-Groggy and Staggering" had been neatly affixed to a brick before the take-off, and the tail gunner announced it had been dropped.

While over the target one of the crew lifted the flap of F/O Taylor's helmet and shouted, "There goes one of ours." He pointed to the target area, where a large orange ball was floating earthwards under a parachute of oily smoke. No one spoke over the intercom until another crewman warned, "Jerry kite just passed overhead."

After "Q for Queenie" had touched down to a perfect landing the flight engineer comforted F/O Taylor, "Never mind," he said, "you can have two eggs to make up for the lunch you lost when we were weaving around."

WITH RADIO MECHS

(Continued from page 4)

Warwick while on a 48. (No, gentle Wids, it wasn't his own.) He's heard from Jack Knox, who has just rounded off three weeks' leave at home and is now in Edmonton.

LACs Jim Mulvihill and "Vic" Vickery have fully recovered from their week's leave in London. "Sammy" Samson returned from the Big City, where he met Stan Siwak enjoying two weeks' leave prior to starting another course in pursuit of his AG's wing. Ken Spread and Al Pyatt are also in London having a wee operational rest.

LAC Don Wilson is still busy

HEADQUARTERS

THIS week LAC Hollandes got a hair cut and Sgt. Maxwell was posted from Headquarters. P/O Dagleish returned from a "pitcher taking" trip down the west coast of Africa, wearing the latest thing in facial fur and sporting a golden tan. F/S Mackie was a recent addition to Records. The entertainment committee cooked on all burners, and has so much on the stove that it will make Headquarters guys heads spin.

Sgt. "Rudy Vasselino" Dolgy was sporting a large ornamental spider on his uniform the other day.

"Do not tink I have gone bugs," said the self-styled "poor man's Bob Hope" into a great silence.

When he became convinced that this gem had gone over the heads of his audience, the great star continued: "I am wearing dis brooch for de convenience of my feminine public. Dey may feel de need of a pin-up boy."

The brooch will be returned to the loser. Step up, girls, Dolgy doesn't go with it.

Fire-watchers one night last week were awakened by a terrific crash. Out of the dark moaned an agonised voice, "Ooh. A direct hit, a direct hit. Ohh! I've had it." Lights went up and revealed a figure struggling in the wreckage of the bed which had suddenly collapsed. It was LAC Rowe, a fire-watcher, conscientious to the last.

LAC "Pantless" Main, of the Service Police Mains, had prepared for a recent Saturday night by going into a chemist for some aspirins. Owing to a somewhat more careless than careless oversight "Pantless" had no need for the aspirins. He woke up on Sunday morning with no treasured memories but with a clear head. All was not so quiet for Service Policemen Verne Speice and Ev. Aalders, whose misadventures at the Firemen's Dance are better not publicised.

on his radio set. We understand he's added a transformer and two potentiometers to his collection of valves.

LAC Al Loggie is still in an American Red Cross hospital. It is rumoured that he has pneumonia. All the boys here wish him a speedy recovery.



Digging a slit trench in Italy is F/S Gerald McCully, Gondola Point, N.B. Offering destructive criticism behind is W/C Ken Pate, Vancouver.

NIGHTFIGHTER GUNS BOMBER

Despite shrapnel wounds in the neck and right ear F/S P. Pereenski, a Vancouver rear-gunner with the squadron led by W/C D. T. French, Hamilton, Ont., continued to give his pilot evasive action and in the pilot's words, "Got us out of a bad spot."

It happened during a recent raid on Ludwigshaven, when just after the kite had been coned over the target an unidentified nightfighter attacked from port. "We did not see him coming in," said the navigator, F/O W. A. Trew, Toronto, "and had no chance to get a burst in. He raked us with cannon shells. The flight engineer (Sgt. G. H. A. Bliton, Hull, England) can thank his lucky stars that he had a small prayer-book and a cigarette case in his left-hand breast pocket. Three pieces of shrapnel tore right through his tunic and the prayer-book and drove a big dent in the cigarette case."

The skipper, F/O F. H. Watkins, Edmonton, coaxed his kite back with the aileron controls shot away, elevator wires cut in two and the hydraulics, under-carriage and flaps u.s. Three tank wires were cut on the port side, so that the port petrol tanks could not be used. Realising it was impossible to reach his home base, the pilot asked for a diversion and headed for the nearest drome.

"We landed with 10 degrees flap, our bomb doors three-quarters of the way open, and we were unable to get the under-carriage locked down," said the mid-upper gunner, Sgt. F. Doran, Toronto. "At the time every member of the crew was in crash position, but the pilot did a grand job in getting us down safely."

PSEUDO-WINGO NOW GENUINE

Chuck Palmer Exchanges Three Hooks for Three Rings

The night of September 26, 1942, crews of Canada's first overseas bomber squadron were preparing to take off for a raid on Flensburg. Just before zero hour Sgt. "Chuck" Palmer, Dundalk, Ont., was notified that he had been commissioned. The squadron C.O., W/C Len Fraser, D.F.C., Vancouver, insisted on exchanging tunics with the sprog P/O, so that he could make the trip dressed as an officer.

The fun started when on the return trip Palmer was diverted to another drome. On landing he was received with the respect due a senior officer, assigned the best available quarters, and waited on ceremoniously. Confused and embarrassed, the young skipper rushed out to his kite first thing in the morning and made for home.

Five days later he was awarded the D.F.C. Within a month Palmer was a flight lieutenant and deputy flight commander; in January he was promoted to squadron leader; by April he was assigned to Group Headquarters as an inspector of training. And on November 4, Charles W. Palmer, D.F.C., became a wing commander, this time legitimately.

LION HALIFAX DIVES TO DODGE FIGHTERS

The term "evasive action" rolls glibly off the tongue but from the rear turret of a Halifax it can be a pretty gruelling business, especially when the kite is dropping at 4,000 feet a minute. That's what happened to Sgt. D. J. Copeland, Penetang, Ont., and he'd rather it didn't happen again. "We really thought we'd had it," he said later describing how two enemy fighters attacked their bomber during a recent raid on Mannheim.

An Me.109 and a Dornier 217 came at their Lion Squadron Halifax from below. They were clearly silhouetted by searchlights. Both opened fire and Copeland and the mid-upper gunner replied with a few bursts.

"When we opened fire I gave the pilot orders for violent evasive action," Copeland said. "If (F/S A. E. Darlow, an Englishman) told us later that the clock varied from 250 miles an hour to 140 before he got it on a level keel again at about 4,000 feet Heavy flak was bursting at the time and we could hear it rattling like gravel on the bottom of the aircraft."

On the way down Darlow lost the attackers and made home base safely. Only other Canadian in the crew was F/S L. A. Nethery, navigator, Hamilton.

WOMEN'S DIVISION

WHAT with Christmas coming and F/L Claus being on ops. now, a plea has been made by the British Red Cross Society for "toymakers," and a special plea has been issued to the service girls. We hear from the C.W.A.A.C.s that they are making strides in this toy-making business, but don't know whether the biz. has been buzzing amongst the W.D.s. How about pitching in, girls, and whipping up as many toys as possible to make at least a few English kiddies think there is no war at Christmas. Stuffed animals, rag dolls, doll-clothes, etc., are in order.

LAW Eileen Hassett visited some East End children in hospital and the idea of making toys for them was engendered. Eileen mentioned the idea to some of the boys in No. 10 Can. Gen. (boys wounded in Sicily and Italy), and on her next visit to the boys they displayed some nifty little gifts they had made for the children. The Accounts Section pooled their ration of cigarettes and sent them to the Plastic Surgery Hospital.

Cpl. Mary Hall, Toronto, may have had flu out in No. 10 Hosp., but she must have had something else besides... or why would the orderly out there who spends his days working in the W.D. ward spend his 'DAF OFF' visiting her in that same 'ward'? Mmmm? And one of the recently discharged W.D. victims said she was glad to get out of hospital and return to light duties, after the heavy duties she had been "joed" to do once she became an up-patient.

Once they donned their new uniforms (new style, with rings) most of the newly-commissioned ma'ams waved H.O. good-bye. A/S/Os Cotterill and Simons headed for Group, while A/S/Os Douglas and Kendall set out for an RCAF bombing station.

Wanda Wid

Wanda Wid inaugurated a big campaign as of Monday. This is to be Wear Your Woolies Week, and so is every week from now on until those two warm days in July. Just to ensure huskiness and health for the W.D.s, P.T. classes for same commence on Monday, December 6. So bring along those smart grey numbers, girls, and join in the contortion class. D.A.O.C. personnel on the second floor, right near the self-service "lift," thought they were hearing voices the other morning. They were. They were hearing the voices of two desperate W.D.s, LAW Shirley McRae, of Duparquet, Quebec, and AW Huehargard, who joined up over here, who were in the lift—stuck firmly between the first and second floors: "Tell our sections we're here, but we'll be a bit late," they shouted. And for the next hours and fifteen minutes the two W.D.s amused themselves by working a cross-word puzzle in one of the daily newspapers. "People on that floor came and talked to us from time to time," said Shirley. "It was funny, but I'd rather live in a flat." Yes, they were finally freed.

FILM LOG

"By Hook or By Crook" (Empire)

Eleanor Powell's dancing and Jimmy Dorsey's orchestra are good but Red Skelton as Joseph Rivington Renolds, the pants presser, more or less clutters up their acts.

However, this program is saved by Part 2 of "Divide and Conquer," the United States Army documentary film. There is a prologue by Winston Churchill. Newsreel shots, ours and the enemy's, are threaded together to give you a dramatic preview of what the kids will be studying in history when this is over. As you watch the Germans smash ruthlessly through Denmark, Norway, Holland, Belgium and France, you find yourself waiting for future instalments to show our change of fortunes with all the anticipation children show for the next instalment of a serial melodrama.

"FLESH AND FANTASY" (Leicester Square)

"Fate," as Mr. Wodehouse would say, "is a rum thing." Julien Duvivier and Charles Boyer have pieced together three separate short stories to emphasise the point. They are weird little tales admirably acted by some of Hollywood's top stars. Beside Boyer himself there is Barbara Stanwyck, Edward G. Robinson, Betty Field, Robert Cummings and Robert Benchley, to name only a few.

"THAT UNCERTAIN FEELING" (Astoria)

This film is about a year old but it does not detract from the fact that it is first rate Lubitsch. The suavity of Hollywood's most urbane director makes itself felt throughout the story. Merle Oberon, Melvyn Douglas and Burgess Meredith are equal to the story, particularly Meredith as Sebastian, the inhibited concert pianist who can't play before a crowd.

ON THE AIR

- Wed., Dec. 1.—Forces, 1.15 p.m., Greetings from Home
Thurs., Dec. 2.—Forces, 9.55 p.m., Canadian News Round-up.
Fri., Dec. 3.—Home, 8.15 p.m., Alaska Highway (from Canada), 9.35 p.m., The Air is Our Concern (second in the R.A.F. historical series).
Sat., Dec. 5.—Forces, 2.15 p.m., Ice Hockey from Canada, 2.30 p.m., Johnny Canuck's Revue.
Mon., Dec. 6.—Forces, 6.15 p.m., Canadian Calendar.

FLESH and Fantasy

- CHARLES BOYER
BARBARA STANWYCK
EDWARD G. ROBINSON
BETTY FIELD
ROBERT CUMMINGS
ROBERT BENCHLEY
A UNIVERSAL PICTURE

Produced by CHARLES BOYER and JULIEN DUVIVIER
Directed by JULIEN DUVIVIER
Leicester Square THEATRE

ODEON LEICESTER SQUARE

BRILLIANTLY MADE R.OTOUSLY FUNNY
A REALLY SMASHING COMEDY
LAURENCE OLIVIER HAS NEVER ACTED BETTER
Reg Whitley, Daily Mirror

Advertisement for Laurence Olivier in 'The Demi-Paradise' at Odeon Leicester Square. Includes photo of Olivier and text: 'ANATOLE DE GRUNWALD'S PRODUCTION', 'The Demi-Paradise', 'PENELOPE WARD', 'Directed by ANTHONY ASQUITH', 'A TWO CITIES FILM'.

ENTERTAINMENT GUIDE

Table listing theatres and cinemas with showtimes. Includes: THEATRES: Palladium, Prince of Wales, Saville, Savoy, Strand, Windmill, Dominion (G-B), Empire, Gaumont, Leicester Sq. Theatre; CINEMAS: Dominion (G-B), Empire, Gaumont, Warner Theatre.

RUINED!

All those "Babes" and "Hardy" records of Rooney-Garland, world's leading film star partnership, lie shattered and ruined by their new triumph....

Advertisement for 'Girl Crazy' at Empire Leicester Square. Includes photo of Mickey Rooney and Judy Garland. Text: 'with Gershwin's greatest tunes, Tommy Dorsey and Orchestra, and all the things which make youth call to youth—and age!', 'MICKY ROONEY', 'JUDY GARLAND', '"GIRL CRAZY"', 'FRIDAY', 'EMPIRE', 'LEICESTER SQ. * CER. 1234'.