



Leipzig is the Week's Main Target

SUBTLE APPROACH IS USED BY ATTACKERS

RCAF Bomber Group Sends One of Its Biggest Forces on the 1,500-Mile Return Journey

BERLIN PRANGED IN AN EARLIER RAID

AFTER a brilliant feint to the heart of the Reich, Bomber Command's heavyweights veered sharply to the south and gave Leipzig one of the snappiest pastings of the war early Saturday morning.

RCAF Bomber Group sent one of the largest forces it has yet employed on the 1,500-mile return trip. Canadians flying with the RAF played their usual prominent role in the attack. Both Halifax and Lancaster units went to Leipzig.

Earlier in the week Berlin was dealt another blow. Canucks flying with RAF squadrons told of further havoc in the German capital.

In the Leipzig attack railway yards were the chief target. The strategy of the raid was pungently described by F/O R. W.

Butcher, Sackville, N.E., a navigator. He points out that German fighters "laid tracking flares towards Berlin when we sneaked by to bomb Leipzig."

LANC LOSES FIVE FEET OF WING TIP

Seated in his cupola-shaped mid-upper turret, F/S L. M. "Red" Jackson, Nipawan, Sask., had a ringside spot for a collision between his Lancaster and another aircraft that clipped off five feet of the big bomber's port wing.

It was the 90th operational trip for the Lanc, S for Sugar, and her fourth jaunt to Berlin in eight days. Jackson, lone Canuck in an otherwise all-Australian crew, said the collision took place after the skipper, F/O J. A. Colpus, Claremont, West Australia, had taken violent evasive action to shake loose about 20 searchlights. Just as the skipper got clear of the lights there was a sudden lifting of the port wing and the kite went into a dive. It was too black to discern whether they had collided with an enemy fighter or another bomber.

"As the kite became hard to control," said Jackson, "I looked out at the edge of the wing and there seemed to be nothing from the port outer engine outwards." Examination on landing after a shaky homeward trip, showed that about five feet of the wing tip had been sheared away. Despite the accident, S for Sugar carried on to the target and dropped her load on a cluster of fires at the aiming point before turning back.

Leipzig

Heavy clouds prevented the crews seeing the ground detail at Leipzig, according to F/O "Con" Massey, Montreal, but he added, "a bright red glow, flames and smoke left no doubt of the destruction caused in the city."

Massey flies with the Thunderbird Squadron, led on this attack by W/C Bill Swetman, D.F.C., Kapuskasing, Ont. It was the Wingo's 40th operational sortie. Two of Swetman's crew, F/O Art Peterson, Grassy Lake, Alta., and F/O Ted Ratcliffe, Kingston, Ont., commented on the concentration of bombs and fire.

That the raid came as a complete surprise to the enemy was the opinion of F/S N. Sutherland LaFleche, Sask., a Goose Squadron pilot.

One Lancaster, in which Sgt. Ame De Mille, Langruth, Man., was rear-gunner, caught a dose of flak. The shrapnel cut the oxygen line and inter-communication wire and blasted open the turret doors.

De Mille says, "We were on our bombing run when this happened. From then on I got dizzy, coughed a bit and was a bit faint, but not until we had landed did I realize that I had come all the way back without oxygen."

Sgt. C. A. Boulton, Russell, Man., a bomb-aimer, was with the last wave of

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RIDDLED LANC FLIES ON TO KEEP LEIPZIG DATE

Though hardly a part of his Lancaster remained undamaged after an attack by an enemy fighter, F/O J. S. Lees, pilot from Chilliwack, B.C., pressed on to bomb Leipzig. He made a perfect landing on returning to his home field despite unserviceable flaps and two burst tyres.

The perspex of both cockpits and astrodome were shattered, both gun turrets shot up, the fuselage holed by cannon in several places and the port tail plane shot away. Not one of the crew was injured, though the flying suit of F/S E. T. McLeod, rear-gunner, of Saint John, N.B., was torn by a cannon shell.

"We were just turning in on the target when I felt the first strike and heard the rear-gunner shout for evasive action," said Lees, who has made 25 ops. over Germany and Italy. "That was the last we heard from him for a while and we thought he might have had it. The intercom was shot away by the first burst."

"Right away we dropped our cookie, but although we had lost more than 3,000 feet and had been hit from stem to stern, the kite still flew so we went on and

dropped the rest of our load dead on the target.

"It wasn't until we landed and took a look that we realised how close we came to spending Christmas in Germany—or some other place," he concluded.

A Disturbing Discovery

"First I knew about it was when the perspex of the astrodome started falling on my table," said P/O J. F. Brown, wireless op., of Quebec City. "Although I didn't exactly pray, I certainly did some wishful thinking."

"We never saw the fighter," said McLeod. "I was swinging my turret from side to side when I saw tracers from where there had been nothing but another Lanc a moment before. I just had time to tell the skipper to corkerscrew when I got hit. Cannon shells tore my clothes under my left arm. Both the mid-upper and myself fired in the direction of the tracers. He made another attack from below on the port stern before our violent evasive action got rid of him."

"O for Orange" has made 60 trips over enemy territory and is already being repaired to continue her apparently indestructible career.

CAST OF RCAF MUSICAL LOOKS PRETTY FOR CAMERA



Clap your hands, boys, and maybe your station will get an early booking. "Blackouts of 1943" is going to hit the road as soon as possible. The officers above are Hollywood's F/L Bob Coote, Director of RCAF Entertainments, who runs the shebang, and S/O Mary Carry, Toronto, who administers it.

(Official RCAF Photograph)

RCAF TROUPE ARRIVES WITH LARGE DRAFT

"Blackouts of 1943" to Play For Canucks With RAF As Well as RCAF

FIRST CLASS SHOW

"BLACKOUTS OF 1943," the first all-RCAF musical show with a reputation for first-class entertainment in Canada, has arrived in Britain.

Under the management of F/L Bob Coote, Director of RCAF Entertainments, former Hollywood actor, who was born in London, England, and S/O Mary Carry, Toronto, who administers the show, the "Blackouts" will go on the road as soon as possible. It will visit RAF stations where there are large concentrations of Canadians as well as RCAF stations.

"We have been putting on three and four shows a day coming over," said F/L Coote, who will be remembered in "Forever and a Day," when he played the blind officer, and "Commandos Strike at Dawn," when he was the Canadian leader of the Commandos. "We can get going right away."

Some of the cast was recruited direct into the show and some have remustered from other trades in the RCAF, F/S Fran Dowie, the star comedian from Vancouver, was a P.T. instructor, and Sgt. George Calangis, also of Vancouver, and presently musical director, was an electrician.

Among Those Present

Others in the cast include LAC Darcy Shea, Montreal, violinist; Cpl. Sam Levine, Toronto, musician and composer; LAC "Coco" Bracci, Windsor, solo accordionist; Cpl. T. Dowling, Toronto, stage manager; LAC J. Gallant, Montreal, pianist; LAC R. Sinclair, singer, of Windsor, Ont.; LAC A. Gordon, Toronto, trombonist. Among the W.D.s are Cpl. "Nipper" H. Benson, Victoria, singer; LAW Dowie, Ottawa, singer and dancer; LAW L. Sawdon, Niagara Falls, dancer; LAW Florence Shaw, dancer, of Norwood, Man.; LAW Gerorgette Gelinas, singer and dancer, of Windsor; LAW Maxwell Taylor, skit actress, of Brampton, Ont.; and LAW Mona Morrow, dancer, North Bay, Ont.

A large contingent of W.D.s and aircrew also arrived in the same draft.

W.D.s clustering the rail included LAW H. E. Wiltshire, London, Ont.; Cpl. Edith Tollerud, Lankham, Sask.; AWI Betty Boyle, Lake View, Ont.; LAW V. Bradley, London, Ont.; Cpl. Elizabeth Singer, Montreal; Cpl. Margot Norum, Simpson, Sask.; LAW Nellie Severson, Vancouver.

Air crew had a strong representation from Quebec, among them Sgt. Fred Ayer, Montreal, pilot; Sgt. "Cuzz" Curran, St. Laurent, pilot; Sgt. Cliff Reid, Montreal, pilot; Sgt. Len Manks, Montreal, pilot; Sgt. Larry Bernier, another Montreal pilot.

LAST-MINUTE NEWS

REPATS RIDE FREE

Air Minister Power announced on Saturday that the RCAF will pay return fare home from the repatriation pool at Rockliffe, for all personnel returning from overseas and going on disembarkation leave. Formerly "repats" were required to pay the warrant rate of one-third of fare.

30 MORE GONGS

According to a new Air Ministry list, 24 RCAF officers and warrant officers have won non-immediate D.F.C.s and six RCAF N.C.O.s have won non-immediate D.F.M.s. Details will be published next week.

BISON FLYERS LAUNCHED ON MAIDEN TRIP

Flak Shoots Away Engine Forces Kite Down In the Sea

Hitting the drink on their baptismal trip together as a crew, the boys who fly the Bison Squadron's "K for King" figure they're properly launched now. It all happened during a recent raid on Germany when their port outer engine was shot away just short of the target.

They got rid of their bombs in a hurry, but the skipper, F/S P. A. Charlebois, Laguna Beach, Calif., had difficulty regaining control because flak had damaged the controls. Then the rudder began to stall. "K for King" lost 2,000 feet over the target before Charlebois was boss of the situation and set course for home.

Forced to fly low over German territory, the bomber found dense cloud cover and reached the English coast without getting shot at. The navigator, F/O J. W. Cameron, New Glasgow, N.S., spotted the lights of an airfield and asked permission to land. But just as the control tower was saying yes another kite stooped in and popped the same question.

Traffic Jam

"We were doing a right-hand circuit at the time, while the other kite was doing a left-hand circuit," said the skipper. "We made another circuit and tried to come in and land again. On coming in on to the deck I saw another aircraft landing, and we were signalled to make still another circuit. Charlebois gave her full throttle with the help of the bomb-aimer, Sgt. J. H. G. Senecal, Plantagenet, Ont., who was acting as co-pilot, but couldn't keep the aircraft straight. She kept veering to the left due to the damaged engine and they couldn't get the port wing up.

Charlebois was still struggling with the controls when "K for King" hit the sea. The crash broke the aircraft in half, and the rear-gunner, an Englishman, who was in the tail part of the wing at the time, was cut about the face as he fell on an ammo box.

All climbed out safely, and the injured gunner unfolded the dinghy, which had inflated automatically. Soon the searchlights were streaking across the water, and within half an hour they were picked up and brought ashore.

SUNDERLAND CREW DRIFT THREE DAYS IN DINGHIES

Tiny Rations and Bad Sea Make Tough Trip For 12 Flyers

Lashing 12 Mae Wests into a long chain which they trailed astern of two rubber dinghies, the crew of an RCAF Sunderland was sighted from the air by a U.S. Liberator. It called an RAF Sunderland to the scene and rescued the lot after they had tossed for three days on a rough sea, with barely enough rations to keep them alive. The four-engined flying-boat had crashed in the Bay of Biscay during an anti-sub-patrol.

Before setting down, the rescue plane jettisoned its depth charges and dropped an emergency kit, which fell about 100 yards, from the dinghies. Spurred by the depth charges exploding, sharks began to circle the life rafts and even followed F/L J. A. De Le Paulle, the skipper, when he slipped over the side to fetch the ration kit.

"I know sharks when I see them, and those certainly were sharks all right," said De Le Paulle when he got back to his squadron. "We were constantly afraid that one of them might hit our dinghy with his dorsal fin. If that had happened we wouldn't be here to-day."

De Le Paulle, whose home is in Washington, D.C., won the Croix de Guerre for bravery while driving an American ambulance before the fall of France. His second dicke, F/O R. H. Freer, also a Yank, hails from Catonsville, Md. Five Canadians and five Englishmen round out the crew.

Canucks Unscathed

The Canadians, all of whom were rescued uninjured, were F/S D. J. Wells, Raymond, Alta., third pilot; F/O Alexander Bolton, Ardill, Sask., first navigator; W/O2 A. W. T. Joyce, Hamilton, Ont., second navigator; W/O2 R. D. Jollymour, New Westminster, B.C., WOP/AG; and W/O2 Earl "Spud" Hiscoc, Hamilton, Ont., WOP/AG.

The kite, "P for Peter," was hunting U-boats in the Bay of Biscay when its starboard outer engine caught fire. The starboard inner engine failed due to broken fuel lines, and the crew, realising that a crash was inevitable, prepared to ditch.

There wasn't time enough to jettison the depth charges, so Joyce tore away the fusing wires. One of the wireless ops. flashed three S O S signals, and the skipper brought his flying boat down on a heaving sea. The starboard wing tipped into the water and the aircraft began to sink.

HE ACCOUNTED FOR THEIR PAY QUICKLY

S/L Bill Millichamp, Toronto, on a recent tour of West and North Africa as an accountant liaison officer, dropped in to see the boys of the City of Windsor squadron, then in Sicily. In one night he solved the pay adjustment problems of the air crew lads. The boys had got the squadron leader into a poker game and he won 41 quid.

Immediately after the crash landing a pigeon was released, but the bird seemed hurt or confused as it flew out of the bomb door. The crew managed to launch two dinghies and barely scrambled in before the kite went down. F/O Freer was, in fact, up to his neck in the sea before he got away.

Short Rations

Part of the emergency rations had been lost and one of the dinghies punctured by a jagged bit of duraluminum. But with the aid of a plug and a small bellows the dinghy was inflated. De Le Paulle planned to make his rations last twelve days, so the whole crew went without water the first day. The following day each man was allotted one tablespoonful of water, a piece of chewing gum, and one malted milk tablet for breakfast, one for lunch, and another for supper.

The men dried their sopping clothes and rigged a sail, whenever the wind was favourable. They had a shrewd notion of their position, and even estimated their rate of drift by dropping bits of paper overboard and timing them. All were confident of being rescued, though when they were eventually spotted it was tough and go all the way. Before that seven aircraft had passed that way without seeing them. A high swell was running when the rescue plane appeared, and they signalled to the pilot not to attempt a landing. But their warning was ignored and the Sunderland came down safely after two attempts. The take-off after the rescue almost ended in tragedy when the big boat was bounced 50 feet into the air, sank to sea level again, and finally got up an air speed of 80 knots. After reaching a safe altitude the trip was on velvet and 12 slightly waterlogged flyers got back to their base.

WINGS ABROAD

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EDITORIAL

BERLIN

BERLIN, which from any point of view is the heart of Germany, is well on the way to being knocked out as a centre of any value to the German war effort. It has received more bombs than any other city in the world, including Hamburg—which is to-day virtually a city of the dead. Berlin is, of course, a much bigger city than Hamburg, and will need that much greater tonnage of high explosive and incendiaries for a similar proportion of destruction to be achieved. But the work has been well started, and if the unofficial estimates that thirty per cent. of the German capital has now been destroyed are even approximately accurate, it will not be long before Bomber Command can remove the city from its list of first priority targets.

The full fury of the attack which was promised to the Germans has now burst upon them. The striking power of Bomber Command has gone far beyond the limits which even the most optimistic would have placed upon it two years ago. And the striking power of the RCAF Bomber Group, which has now almost completed its first year of service with Bomber Command, has reached proportions which could scarcely have been imagined even by the men of great imagination who laid the first plans for the British Commonwealth Air Training Plan four years ago. The fact is that the RCAF Bomber Group is rapidly approaching in hitting power the maximum attained by the entire Luftwaffe during the height of the blitz on British cities in the winter of 1940-41. Last week in the House of Commons in London a member of Parliament made the striking statement that when this war is over Canada will be in possession of the fourth largest air force in the world. It is a very long cry from the autumn of 1939 when the total strength of the R.C.A.F. stood at little more than three thousand in all ranks.

Night bombing, of course, is only one phase of Canada's complete contribution to the battle of the skies; but at this time when Bomber Command is contributing so magnificently to the final victory which every day draws closer, that phase is inevitably sharply accentuated. It is difficult to assess exact results of the bombing to date. In fact, the best brains in this country are constantly striving to gain more information on its effects, just as the best masterminds on the opposing side are presumably doing their best to limit as far as possible the amount of information which leaks through the boundaries of Germany and into the free world. One fact, however, is clear: the Germans to-day are facing a terrible dilemma. If, after a heavy assault, they are to restore the life of a devastated city even to the point where it is at least not a heavy drain on the nation's resources, they are compelled to use, for a work of temporary reconstruction, essential man-power which could much better be employed in producing more instruments of war in order to stave off a defeat which few people now believe can be avoided. And when they have taken the decision to embark upon such work of reconstruction, they are confronted with

(Continued on next column.)

FLOWERS FOR HOME

Delivery in Canadian and American Cities through Local F.T.D.A. Florists at All-Inclusive Rates. Night Letter Telegram from 21/- upwards (Xmas Orders not accepted later than December 21.) SEND: Recipient's Name and Address; Message (up to eight words); Your Christian and Surname, number, rank and address; and cheque or postal order made payable to:

MODERN GARDENS, 47, Highgate High Street, London, N.6. Due to wartime conditions choice of flowers cannot be specified by sender.

OFFICERS AND N.C.O.s EAT TOGETHER

"RCAF Revolution" Makes For Goodwill Between Members of Heavy Bomber Crews

A Canadian air crew mess in which officers and N.C.O.s of bomber crews eat and live together on a Canadian diet and in a homelike atmosphere, is part of a revolutionary and successful experiment being carried out by an RCAF heavy conversion unit over here.

Air Force stations have always had separate messes for officers, N.C.O.s, airmen and WAAF, but the members have always included flying personnel, ground crew, administration workers and all other representatives living together in their respective groupings and enjoying the same diet and privileges. The new mess idea, catering exclusively to air crew, provides for special diet where possible, increased recreation and entertainment, additional comforts and services.

The most interesting feature of the experiment is the spacious mess hall where the flying men eat four times a day. Eight-place crew tables are provided so that the pilot of these four-engine bombers and the six other members of his crew sit and eat together along with one guest. The guest usually is an instructor, administration officer, a visiting officer or frequently the Group Captain commanding the station. In this way, each member of the crew soon learns to understand the men with whom he flies as a combat team over enemy territory. Normally the officers and N.C.O.s of a bomber crew live in separate messes and meet only at the hangar, at lectures or while lying together in the aircraft. The new scheme provides much more opportunity for crew co-operation and understanding.

"We have found in this experiment that the crew members get to know each other better, whether officer or ser-



King of the kitchen is Sgt. N. J. "Nick" Nasedkin, Beaver Lodge, Alta. Born of Russian parents in Manchuria, Nick has been a naturalized Canadian since 1924. Here he is discussing a Canadian delicacy with the C.O., G/C F. A. Samson, Ottawa.

(Official RCAF Photograph.)

geant, and more goodwill and understanding is promoted as well as crew co-operation," said G/C Franklin A. Samson, of Ottawa and Toronto, C.O. of the station, who along with other leading officers, first developed the new type of mess, opened on Oct. 1 of this year.

The air crew project is built into a community centre and the site includes the large mess and kitchens, lounges, dormitories, games rooms, reading and writing rooms and a large playfield for all kinds of sports. "There are more recreations

on this station than you could believe possible," said F/L J. Murray, president of the mess committee. "There's a movie every night and the picture changes every second night; a station band which plays at the dance each week and often at noon after the meal while the boys lounge around. We have ENSA concerts regularly, quiz shows and bags of amusements when the boys are not flying."

A tour around the special camp shows a generous sprinkling of radios, magazines, books, newspapers and small games like

Chinese checkers, cards and checkers. A well-stocked canteen is a popular feature and is operated by two Canadian lads—LAC "Tiny" Haines, Belleville, and LAC Jerry Morrel, Parry Sound. Everything is stocked from cokes, cigarettes and matches to Canadian chocolate bars, candies and soap. Supervising the canteen and staff is F/S "Matt" Mattinson, of Montreal, and among the helpers are Cpls. J. J. Vidal, Quebec City, and F. E. Johnson, Vancouver, and LACs Donald Fraser, Penhold, Alta.; R. J. Potvin, Hull, and J. L. A. Schnupp, Ottawa.

Separate dormitories are maintained for officers and N.C.O.s. The officers are accommodated in a very long, well-lighted dormitory, as are the N.C.O.s, with the beds arranged in long rows on either side of the room.

A great feature of the air crew community centres are the large kitchens where Sgt. N. J. "Nick" Nasedkin, Beaver Lodge, Alta., supervises the work of his 14 WAAF cooks. Spacious, clean and well equipped, the kitchens furnish specially prepared air crew meals to the Canadians.

"We try to provide as far as possible a Canadian diet with air crew specialties in it," said the 32-year-old cooking expert, born of Russian parents in Manchuria, and a Canadian citizen since 1924. "We cook such dishes as hamburgers and onions scallop potatoes, unheard of over here, hot cakes, and syrup, all cooked in Canadian style."

Of "Nick" himself, F/L Murray claimed he is one of the most popular with everyone and added: "we think he is one of the best cooks in the whole of Bomber Command."

WATER SPOUT SAVES BOMBS

Catalina Crew Mistakes Whale for Nazi Submarine

An RAF Catalina flying boat, with F/O Ernie Butcher, Vancouver, as navigator, was five hours out of its base on anti-submarine work when it saw action dead-ahead.

A slithering black object was plunging along just below the surface of the water. The Cat, circled to make its run. One of the crew suggested it was no sub, but a whale. Council of war, quickly formed, voted down the suggestion. It didn't act like a whale in the least, just kept moving straight ahead through the water.

Says F/O Butcher, "We came in on it and had just reached about 2,000 feet when, suddenly, water spouted up into the air from the 'sub's' back. "It was a whale, and a darn good thing it spouted, otherwise it would have been a dead whale for sure."

F/O Butcher told this yarn of action to former training buddy, F/O Al Browne, Winnipeg, who is a navigator with an RCAF Mosquito intruder squadron, stationed somewhere in England.

Among the other Canadians at the same station are: F/L Buff Ramsay, Toronto; F/O Bill St. Aubin, Windsor, Ont.; F/O Andy Elder, Medicine Hat, Alta.; F/O Lloyd Honan, Benson, Sask.; and F/O C. M. Smith, Vancouver.

FOUR WINCOS GO ON TWO PRANGS

At least four RCAF Bomber Group crews that took part in the double-barrelled attack on Berlin and Stuttgart were skippered by squadron commanders. Among the Winco's taking part were Bill Newsom, D.F.C., Iroquois Squadron; W. A. "Mac" McKay, Leaside Squadron; Bill Pleasance, Moose Squadron; and Bob Turnbull, D.F.M., Lions.

the almost certain knowledge that as soon as such work has reached a point where the creaking wheels of smashed and burnt-out factories are once more slowly turning, the attention of Bomber Command will be turned to that place again, and further dreadful devastation wrought upon it.

It is a dilemma which even the most ingenious Nazi might well be excused for failing to solve.

BUSY AIRMAN WINDS UP A SECOND TOUR OF OPS

Gunner Makes 129 Jaunts To Drop Bombs and Supplies

A crash landing with one engine on fire, four emergency landings with damaged aircraft and about 570 operational hours piled up on 129 business sorties over enemy territory is the record credited to one of Canada's busiest airmen, F/S John Davidson, Neepawa, Man. Davidson has just finished a second tour of operations as an air-gunner. He awaits repatriation to Great Britain from India, where he was based for his last spate of flights against the enemy.

His work has taken him to three of the major theatres of war. Against the Germans he has visited Dusseldorf, Berlin, Hamburg, Bremen, Essen, Frankfurt and other much-visited targets. In North Africa he fought the Italians and the Germans and from India the Japanese bore the brunt of his attacks.

His crews have had their share of scrapes, particularly over Germany. On about 20 occasions the aircraft has been hit by attack fire. Davidson finished his first tour of ops. two years ago last month. He sandwiched six months as an instructor at an O.T.U. between the two tours.

From Wimpys To Libs. Then he converted from Wellingtons to Liberators. The Middle East was the next stop. This in August, 1942. He made 15 trips against enemy shipping and towns like Tobruk. Two months later he went to India, flying in a Liberator.

A second spell of operations came when a bad appendix and a spot of dysentery kept him in hospital. A change over to Douglas transports and some supply-dropping followed. Most of this work came in the Chin Hills and over the foothills of the Himalayas.

The supply-dropping stunt then took him to Burma, where he helped drop supplies for the Wingate circus. He followed this up with more Burma work, stocking up Allied scouting forces in the Japanese occupied areas of Burma.

He went back to his first love, Wellingtons for the remainder of his second tour. A half a dozen bombing jobs over Prome, Akyab and other Jap bases concluded the long operational record.

John can't be precise about his total operational time because his first log book was "lost" during a Japanese attack on a northern Indian airfield. He wasn't close by at the time. He was muzzling close down to the mud of a paddy field, some yards away, when the Jap bombers swooped down.

'ON-TRACK' BROWN'S BUSINESS METHODS

When the Bison Squadron's regular adjutant, F/L J. D. Carruthers, took sick a few weeks ago, various air crew types were temporarily inducted to sit behind his desk.

Among them was F/O Howard "On-Track" Brown.

"On-Track" had a direct executive approach. When clerks came to him laden with documents and problems, "On-Track" would handle the matter firmly. "Give it to me," he would say, "I'll sign anything."

Harassed clerks breathed sighs of relief when F/L C. R. Higgins, of Vancouver, stepped in and straightened things out.

FLAK SEVERED OXYGEN LINES

Bomb Aimer Held Tube Together in Order To Breathe

By holding the severed ends of his flak-slashed oxygen supply tube together with his hands, F/S Donald Jackson, Windsor, Ont., kept himself in action long enough to rig up another oxygen supply for F/O Edson Armour, Brantford, Ont. Armour had passed out from lack of oxygen, as P/O David Evans, Toronto, headed the RCAF Halifax for home after an attack on Leverkusen.

Over the target the bomber had been caught by flak. A piece flew past the wireless operator and cut the intercom. Another fragment cut off Jackson's intercom, and sliced through his oxygen supply tube. He got his bombs away shortly afterwards.

Without a navigator, for Armour had collapsed, or the means to communicate with other key members of the crew, the pilot "turned the nose around and headed due west."

Inspection showed that the aircraft had been severely holed. Flak penetrated the engine cowling, but the motors gave no trouble.

The other Canadian in the crew was Sgt. J. J. B. Leduc, Cornwall, Ont., the rear-gunner.

CASUALTIES

KILLED IN ACTION. D. H. Lewis, F/O, Belleville, Ont.; G. W. Moore, F/S, Winnipeg.

MISSING, BELIEVED KILLED IN ACTION.

L. G. Boyd, Sgt., Lloydminster, Alta.; R. W. Calvert, F/S, North Battleford, Sask.; G. A. Deering, D.F.C., P/O, Toronto; V. J. A. Wintzer, F/S, Toronto; W. C. Ingraham, F/O, Sydney, N.S.

MISSING.

E. N. Bell, F/O, Vancouver; G. E. P. Birch, F/S, Aymer, Ont.; J. R. Bradley, F/O, Toronto; W. D. L. Cameron, F/O, Sarnia; G. H. Coles, P/O, Vancouver; J. M. Foreman, F/L, Listowel, Ont.; G. J. D. Greenland, F/L, Kimberly, B.C.; H. A. N. Kitchen, F/O, Winnipeg; E. B. Mason, F/L, Rockton, Sask.; L. Missette, W/O, Melville, Sask.; J. M. Naines, P/O, Chilliwack, B.C.; H. T. Yacum, D.F.C., F/L, Calgary; D. W. Warwick, F/O, Toronto; R. P. Wilkin, D.F.C., S/L, Edmonton; J. G. M. Aubin, F/S, Carman, Man.; G. Meek, Cpl., Calgary, P/O, Maple Creek, Sask.; M. C. Craik, F/S, Balour, Man.; W. E. Dickson, F/S, Toronto; E. B. Denny, F/S, Saskatchewan; R. F. Eberle, P/O, Toronto; E. H. Erickson, F/O, Sault Ste. Marie; D. Everest, Sgt., St. Catharines, Ont.; L. R. Farrow, F/L, Montreal; H. A. Gault, Sgt., Regina; D. D. Harrison, P/O, Winnipeg; A. H. Hanesy, W/O, Ottawa; G. McC. King, F/S, Summerberry, Sask.; W. McKenna, Sgt., Yarmouth, N.S.; H. E. McRae, F/O, Husley, Alta.; E. G. Miller, Sgt., Mitchell, Ont.; M. A. Noble, F/S, Toronto; R. P. Reynolds, F/S, Montreal; N. V. Spencer, F/S, Vancouver; D. McK. Wylie, F/S, Toronto.

KILLED ON ACTIVE SERVICE.

A. J. Chabara, F/S, Vlna, Alta.; E. A. Oate, Sgt., Red Deer, Alta.; H. W. Scott, Sgt., Toronto; L. S. Gibson, P/O; W. N. Gould, F/S, Toronto; A. G. Olson, P/O, Swift Current, Sask.; L. Sillito, Sgt., Lethbridge, Alta.

PREVIOUSLY REPORTED MISSING. NOW REPORTED PRISONER OF WAR.

H. Dewar, F/S, Toronto; C. R. Munten, W/O, Manitoba; G. E. Pridham, P/O, Toronto.

PREVIOUSLY REPORTED MISSING. NOW PRESUMED KILLED IN ACTION.

A. Cogh, F/O, New Waterford, N.S.; J. L. Gausner, W/O, Coderre, Sask.; G. R. Wright, Sgt., Toronto.

WOUNDED OR INJURED IN ACTION.

W. G. T. Nixon, F/O, Toronto.

DEADLINE FOR BOOK CONTEST POSTPONED

Last Spring Macmillan and Co., publishers, in celebration of their centenary, announced a number of literary awards open to men under 35 serving in the armed forces of the British Commonwealth and the United States.

The first two prizes of \$2,500 or £500 each go to the best novel and the best book of general literature submitted. In addition there are smaller prizes totalling \$5,000 or £1,000.

The deadline was first set for December 31, 1943, but has now been advanced to December 31, 1944, in view of the remote fronts over which Allied forces are now deployed and the distance from London or New York.

A leaflet describing the conditions under which entries can be made is available at Macmillan and Co., Ltd., St. Martin's Street, London, W.C.2.

YANKS ALOFT

Three U.S. citizens in the RCAF now fly against the Japs with an RAF Wellington squadron in India. They are P/O J. E. Williams, pilot, Grand Rapids, Mich.; Sgt. George Coykendall, air-gunner, Los Angeles; and F/S J. Paanakker, New York City.

FOUR D.F.C.s AND A D.S.O.

W/CM. M. Fleming, D.F.C., Is Awarded His Second Gong

W/C M. M. Fleming, D.F.C., Ottawa, until recently chief of the RCAF's Moose squadron, heads up this week's list of awards with a D.S.O. He is cited as an "ideal leader, whose example has contributed materially to the operational efficiency of the squadron he commands."

Four immediate D.F.C.s round off the week's total. They go to F/O A. R. B. Bellis, Prince Albert, Sask., W/O W. F. Beals, Vernon, B.C., P/O E. F. G. Haddlesley, Peterborough, Ont., and W/O D. E. Warne, Kennedy, Sask.

Bellis and Beals, crew members of an RCAF Sunderland, are cited for successfully fighting and destroying a U-boat. Attacking in the face of intense ack-ack fire from the sub's deck guns, F/O Bellis and W/O Beals displayed courage, skill and resolution beyond praise, in the words of the "London Gazette."

Fought off Fighter

P/O Haddlesley was mid-upper gunner in a bomber that ran into trouble after loosening its bombs on Dusseldorf, one night in November. A German fighter attacked, fired an accurate burst and damaged the bomber considerably. Though struck in the shoulder by three bullets, Haddlesley opened fire and drove off the attacker with its engines and fuselage on fire. Despite his injuries and loss of blood, he stuck to his guns until the aircraft neared the English coast.

W/O Warne is cited for completing a large number of sorties, including shipping attacks. "He invariably pressed home his attack with great determination," according to the citation.

FLAKHAPPY KITE KEEPS AIRBORNE

The high-grade craftsmanship that goes into Mosquitoes drew high praise recently from a Canadian pilot and an English navigator who should know what they're talking about.

The two, F/O Bill O'Connell, D.F.C., Ottawa, and F/O Eytton-Jones, Birkenhead, England, were on a daylight sortie recently when flak from the heavy ground defences knocked out one engine and a leak developed in the glycol line feeding the other. It was impossible to press on to the target so O'Connell got rid of his bombs in an open field and headed for home.

"It was necessary to fly 'on the deck' all the way," he said. "But despite the fact that one engine said no, emphatically, and the other said nearly, that nearly was good enough for us. We made the grade, and that's the main thing."

F/O O'Connell has been overseas for almost three years, flew his first tour on Boston, and is now into his second tour on Mosquitoes.



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

Read what this soldier writes to us—

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

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

Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorlands—that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc. Sold at all Chemists, 1/5d., also in 6jd. packets (incl. tax).

SHORT SQUADRON FLASHES

ALMOST GOT HIS HEAD IN A SLING

If you can figure out how long it takes a Spitfire to fly a distance of one foot, you'll know exactly by what fraction of a second F/L A. H. Sager, Vancouver, missed disaster when his aircraft was hit by cannon fire during a recent sweep over the Dutch coast.

The Vancouver fighter pilot was flying low over Holland, looking for ground targets in company with three other members of the City of Oshawa Squadron, when a cannon shell struck his fuselage and burst inside—not more than a foot behind his head. He was saved by the armoured seat and returned to base with nothing worse than a headache from the concussion.

"I thought for a moment I'd had it," said Sager. "The cockpit was filled with smoke from the explosion and the gleam of light reflected from one of my instruments made me think the engine was on fire. I pulled up sharply for about 200 feet, intending to bale out if necessary, before I discovered that the old kite still held together and I could safely head for home."

"The explosion blew my radio to bits and burst out the perspex behind my head. The poor old Spit. looks like a pepper pot where the bits and pieces flew out."

INTRUDER ANTICS

By LAC GOLDBERG

THE hall up at S.H.Q. was filled to capacity last week. Between Bernard Shaw, Roger Livesey, Ursula Jeans and Peter Grannell a good evening was had by all. In fact the only one who was unhappy seemed to be the too-too-dear-poet "when he lied to her husband." Of course, when you see Ursula Jeans you can't blame the poet guy.

And from one play to another: the hockey game. The Squadron started off and bit the ice. They won the first game and are already looking forward to the next one on Thursday. The team as a whole had a great time. LAC Jimmy Scale had a full-dress debate with a couple of S.P.s. Seems it was a case of etiquette.

Of the team itself, A. K. Hill, of Toronto, the "A" Flight fitter, played good hockey. LAC DeLance as goalie was something to watch. He's good. And there's a stonewall defence in the combined efforts of F/O Jim Gibbons and LAC Chris Palladine. (Margie please note.)

LAC Gillies doesn't eat spinach nor swing through trees like Tarzan. But being a man's man he uses his teeth (?) to take off a coolant cap instead of a customary wrench. Form "295" Newhouse seems to be off the beam for Christmas and New Year! But he'll probably organize a 48 somehow.

Dead-eye Type

"Slim" Campbell of Vancouver seems to have the qualities of a marksman. He got an "A" on his Ack Ack and is going away on a course.

Canada will never be faced with the problem of immigration. What with all our lads falling for the winsome and appealing English lass, Rickey Wates, of Victoria, has got himself engaged, and, boy, is he happy! There's something about "Smoke" he likes. And Denny Guile, the A Flight fitter, is planning on the big step.

Last Sunday the little church around the corner facing the south gate drew an attractive crowd. In the foyer of the church "Lucky" was combing his kiss-me curl and his beau, man, Goose Gossling, rehearsed the sequence with him.

The bride, lovely as ever, Kay Seddington, now Minneault, has eyes only for the groom. Lucky stiff! Kay's family attended and in the pew was another beautiful Seddington, Kay's sister. Look out fellows, she's pretty.



Bargain-hunting in the colourful native quarter of Tunis, LAC Hugh Berry, Bassano, Alta., and LAC Tony Mauro, Vancouver, look over a Kaurouan rug, the design of which depicts a Moslem mosque.

(Official RCAF Photograph.)



FAR from the giant air battles over Germany, some RCAF lads are having a sling at the other enemy by flying with RAF bombers over Japanese targets in occupied Burma. The chore carries with it few sticks of type in the newspapers but it is exacting.

Three boys who work over Burma regularly with RAF Wellingtons are F/O Harold Tackaberry, Kenora; Sgt. L. J. Pyman, Toronto; and Sgt. Robert McGee, Montreal.

Favourite targets for Tackaberry are Akyab and Prome, two important Japanese communication and troop concentration areas. Before the war he was a junior partner in his father's furniture business in Kenora. After training in Canada he was posted to Great Britain in November, 1942, and flew to India in July, a month before Pyman and McGee went east. He has five trips in his log.

Sgt. Pyman was versatile before joining the RCAF as well as after. He held down posts as a grocery clerk, tobacco salesman, butcher, stockbroker's assistant, bread wagon driver and printer, to name only some.

He's an observer operating with his crew out of India. He came to Britain a year ago last month. He took a "junior commando" course with the RAF Regiment before going to Mother India.

Bomb-aimer Bob McGee was a member of the Loyola eastern intermediate intercollegiate champion football team of 1938-39 before he carried bombs to Burma. He was an arts student at the Montreal College.

Berlin may be the toughest target in the Reich but not in W/O Howard Bryson's book. WOP/AG Bryson, who hails from Manitou, Man., marked fins to his operational career in last Monday night's big raid on the German capital and found it a proverbial "piece of cake." Bryson holds the D.F.M., and has paid four visits each to Essen, Hamburg, Berlin and five to Cologne, all "good, healthy German targets" in his own words.

Bryson's longest jaunts were to Spezia and Pilsen (9-10 hours each), his shakiest, one of the five to Cologne. "We were flying at about 13,000 feet," said



Howard Bryson.

Bryson, "when a piece of flak hit the bomb bay with a clank and wrecked the oxygen supply. First we thought we were on fire. Next thing we called the rear-gunner on the intercom, and had no reply. We thought he had baled out or passed out. When I went back to see what was the trouble I found him lying on the floor getting his parachute out."

But even that trip ended well. The only real damage was to the oxygen so the skipper nosed down and home at a nice low altitude.

It's refreshing to spot a man who works with the RAF and isn't air crew or a radio mech. Such is Sgt. Bob France, who pounds the pavement with the RAF Service police.

One morning a pal of his, Sgt. Kelly, awoke to find Bob bellowing, "Not enough light. Stand where you are. Too much light. Gotcha."

These quaint early morning exclamations may be partially explained by the fact that Sgt. Bob is a candid camera fan. Yet again, it may be because he's an S.P.

BISON BANTER

By P/O BILL HINGSTON

THEY'VE finally screened S/L Barney Rawson, D.F.C., and most of his crew. The pilot from Hamilton, joined this squadron shortly after its inception a year ago, back in the old Wimpy days.

His crew then consisted of three P/O's and two Sgts. They are now one S/L, two F/L's and two P/O's. F/L Ian McIntosh is staying on as Bombing Leader; F/L Jack Kerr is at Group doing advanced navigation work; P/O Jim Jakeman, now on leave, is scurrying around trying to find out what procedures must be gone through before he and his ex-chauffeurs can say "I do."

"Wings Abroad" readers will remember S/L Barney Rawson as the instigator of this column. Veteran of 30 trips, most of them on Wimpys, Barney relinquishes his command of "B" Flight to take a nice, soft job at Group—but evidently a job that will keep him in close touch with the highly-publicized bomber offensive against the Reich.

Completing their fourth year in England and plagued by homesickness aggravated by the approaching season, both F/S "Doogy" Duguid of the Engineering Office and F/S Jimmy Forsythe, Signals boss, applied for what they considered to be a well-deserved posting to Canada. But the application was turned down. They are both too useful here and here they must stay.

Thumbs up for P/O J. M. Hollingworth of Montreal and his crew who have gone to continue their tour with an RCAF Pathfinder squadron.

They Came Through

A pat on the back to these pilots who, each on his first trip as skipper, coped with shaky problems: F/S Edgar Baker got home from the Ruhr on three engines; F/O Jim Atkins

(Continued on page 5.)

BAS(E)IC NEWS

By JIMMY GUNN

THIS week the social limelight shone on the Base Station WAAF's whose "do" in the NAAFI was voted a huge success. There was music for those old-fashioned people who wanted to dance and plenty of "suds" for those interested in a more "quiet" evening. Among those who ensured that the "bar" showed a proper profit were Cpl. Gord, Arscott, Cpl. Jim Donnelly, LAC Mac McCardel and AC Mac McFadden.

Giving the girls a terpsichorean treat were Messrs. Joe Grenier, "Handsome" Roantree, "Curly" Belair, "Bubby" Champagne and Bill Sears. Our "Geordie" Mascot, Dot Martin, had the time of her young life. "Canadians are so nice," she gushed to this reporter to-day. "Every one I danced with wanted to take me home." Hmm.

Chaperoning the "do" was "Scotty" Robertson Bryans, accompanied by "dear wee" Shuff Archibald, while W/O Norm Zacour was noted on several occasions during the evening, his right hand firmly grasping a mug of stewed hops.

Getting well on in their first local operational tour are Section Officer Eileen Trotter and A/S/O Verral Day. The girls have acquired bicycles and, with the assistance of numerous members of the officers' mess, are gradually learning to operate them. Taking off presents the greatest difficulty and it is not uncommon to see quite a crowd assembled for this event. Targets to date have included some of the more popular locals, and the girls report that they find the homeward journey much easier. Miss Trotter likes this wild part of the country.

Recently returned from a short holiday in a nearby "dock" is G/C "Buzz" Gordon. They have nice nurses there, sir.

Good-bye Grouple

This week we bid adieu to G/C Doug Edwards, A.F.C., who has been posted to other duties. The "Grouple" had been here since the organisation of the Base and his departure will be generally mourned, but by none more than the WAAF personnel, whose hearts always skipped a beat or two on the inspection parades. At the same time the mat of welcome is laid down for the new Base Station C.O. Group Captain A. W. Jones.

Strange to relate, we have had no word from the D.A.P.M. branch about our wandering "choir boys" who are still on leave. There must be a shortage of Pepsi in London or something. However, Doug Skinner, the Mount Brydges man about town, was sadly missed at the WAAF dance by a certain young lady.

This week we have a number of more "Flat Hats" who have arrived to keep things going. From little London (Ontario) comes F/O Jack Brodrick, who has his own opinion as to what is the best beer in the world. Make mine a Labatt's, sir. From Canada (Toronto) comes S/L Don Holman to assist W/C "Tiny" Smith with the engineering problems, while F/L Jack Sinclair also hails from Canada's first city. Former "Montreal Gazette" scribe, F/O Vic Baker, has also arrived in our midst to undertake P.R.O. work. Vic has completed a tour of operations as a navigator and is now going to tell the folks back home all about us. Also checking in is W/C Peter Powell, D.S.O., D.F.C.

Back from Aberdeen with a Scotch burr and a double Scotch tan is W/O "Tubby" Reid, while F/L Bob McCartney has departed to give the colleens on the "ould sod" a treat for a few days. Probably he has been listening to some of the tall tales of Tommy Plunkett, who is very Group Headquarters conscious these days.

Also back from his leave and gradually getting rested up is Sgt. Jack Maddox. When one recalls his achievements in London as a corporal one shudders at the thought of the havoc he must have wrought in the hearts of the gentler sex this time.

The Squire Tumilty

Squire Tumilty came in from the country the other evening to welcome W/O Bill Morgan into our midst. His arrival created such a run on the bar Joe Joyal found it necessary to come to George's assistance while Willie Wilson blew himself to a cigar. Stories of the latest doings of Harry McLean, the Lanark county millionaire, bring nostalgic memories to F/O Frank Maher. A former Newman Hall socialite in Toronto, Frank was practising law in Perth, Ont., before he decided that he would look nice in blue. At present he is applying his Royal York technique to the local lassies with considerable skill. Also in there pitching is F/O Ralph Benner, who has recently returned to our midst having been screened on completion of his first tour.

THE MUSTANG MEN

By SLICH

NOW that Winco "Money" has finally dragged himself away from nurses and antiseptics, F/L Joynit is more or less free to line up the old hockey team. The league got away to a flying start the other day, when we played a neighbouring airfield. The Adj. felt that it was one of the best openers he had seen, always taking into consideration, of course, the lack of proper practice. Cpl. Sutton did a good job at the net, ably assisted by Cpl. "Porky" Conn, F/O Butchart, Cpl. Anderson and F/O Whitaker, . . . two at a time of course. The orchids go to W/O Miller of our first line, with LAC Penfold of the third line coming up there fast. The score was three to one in favour of the Mustang men . . . and of this week's game, more later.

The other day I found myself outside the photo section of one of the flights so I decided to pay them a visit. From the stillness within, methought something was imminent. I entered stealthily and was confronted with silence, serenity and a terrific cloud of smoke. My first aid lectures flashed into my mind and I lay on my stomach on the floor to try to get under the smoke pall. Soon I could breathe again, and looking up, saw "Red" Wardle hugging the fire, deeply engrossed in a book, and emitting the most awful smoke screen from that pipe of his. Across the room was another pair of legs which terminated in "Lex" Lexler, of Winnipeg. He plays hockey, too, and he apparently corresponds heavily. I coaxed Red to get down on the floor and tell me about the rest of the section. It seems that Cpl. "Mat" Matson runs his section so well that it runs like clockwork even while he's out visiting. The budding WAG from Hamilton, LAC Lacombe, was in the hospital . . . probably for the smoke cure. Bob Dumouchelle was sick too. Seems he fell off his bike in the black-out, or that's his story.

Erks At Work

In one of the other flights, Cpl. "Well, I always behave myself" Baker had his section in full buzzing order too. A sign on the wall said that "Casey" Campbell was away on leave, but there was something like him sawing away at something on the work bench with a file. LAC "P.E.I. Corn" Warren was adorning a stool in the middle of the floor, and Hutchinson was out brushing off the dust after the last of his regular sorties down the road to a nearby place.

Tother week, the station in general and the photo sections in particular had a visit from Keith Macmillan, of Toronto. . . . Sorry, Cpl. Mac now . . . who left the gang for greener fields some time ago.

Here's the reporter back from this week's game. We lost it to Davoud's team, but after a long hard struggle. It seems that the puck picked up a bit of grease somewhere and slipped into the net just in the last few seconds of the game. It was a good game, though, and now that we have "Red" Galbraith back in the first line with Miller and Armstrong we should start going places. Jones replaced Sutton in the second half of the game and did a fine job.

RECORDS OFFICE

G1 (CAN)

By SGT. "MEM" AITKEN

THIS week finds us dishing out more congrats. to "Little Joe" on becoming "Big Joe." Cpls. Ralph Dean, Dave Davies and Don Bridgman and Sgt. Reg Gardiner all took the hop. Nice work, fellows. Congratulations are also extended to No. 2 Barracks landlady. This past week-end found eight boys sleeping in various shapes and positions where normally only five "saw wood." It was quite some "night before" party, with Cpl. Bob Moses and Bud McEvoy trying on a bowler hat for size. Cpl. "Frankie" Francis claims "Moe" was picking on a six-foot-three soldier. No wonder "Moe" didn't remember much of what happened next morning. Batting averages went to four of the boys with "Second Front" Roy Roper two mattresses to the good. Anyway, a good time was had by both "visiting fremen" and the home team.

Seems our "wee lad" Len Collins isn't afraid of iron stoves in the billet. Len "Holmesy" Craig says he hit the floor almost as soon as the stove. He claims it knocked a huge hole in his sock when the stove fell on it. Len's foot was not in the sock at the time. Collins maintains it was due to the "black-out" in the room. We wonder if it was the room's black-out?

Table Tennis Types

Bill Watson's "ping-pong slashers" are slowly getting back into their stride. Last night they managed to win 19 out of 25 games. "Sebastian" Bridgman was high man for the side re points "for," and Jamie Webb copped the honours by having the least number of points scored against him.

Most of the Montreal boys haven't had such a successful hot stove league since the days of the "old Flying Frenchman."

All on account of the performance of this year's hockey edition. I notice the Maple Leaf fans—"and they are few"—aren't any too close to the stove, nowadays. A lot of the wise money is riding on Chicago in these parts. Come, on play off time, then maybe we can win a "pool" or two and so buy a chaser with that seven-year-old Scotch we're getting now. We are well represented by the "intellectual few" at a local weekly discussion club. Among the few are Clark White, Ken Franklin, Harry Sloan and Art Mingay! Clark White recently gave the talk at the meeting, and we gather he was undoing his tie near the end as the arguments became hotter.

A2 (CAN)

By LAC A. G. WALLINGTON and CPL WILLIE MYERS

THE return of F/L Russ Davey, after an absence of seven weeks, is the main news of the week. Mr. Davey should have some tales to tell about the leave at the end of it. Glad to see you back in one piece, sir. Influxa has taken a terrific

(Continued on page 5.)

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WITH THE 'RADIO MECHS.'

SGT. Anatole "Annie" Stang, Ottawa, one of the radio mech. originals who went from a good job with a Chicago radio station into the electron business...

NORTH ENGLAND

By George Maybee

AS in the Mosquito Squadron reported in last week's issue, many fully qualified school teachers have met on this unit. Among those now helping to chase electrons around circuits are Jeff McDowell, Jim Steele, Cliff London and yours truly.



LAC Jeff McDowell.

ERK SNUBS LONDON "GREAT BLACK WAY"

Returning to England after seven months' cooking for a hungry RCAF squadron near Tunis, did LAC Clarke Robinson, Moncton, N.B., do the normal thing on his 14 days' embarkation leave? Did he hie forth to Leicester Square or Piccadilly for a taste of life on London's Great Black way? He did not.

First he went to Wakefield, a sleepy little village, "the nearest replica to my home town," as Clarke says. He went to the finest hostelry, hired the best room with the softest bed and slept most of his leave.

"You see," he explained, "a cook on an airbase has to work mostly at night, and it was so darn hot at Tunis that I couldn't sleep much during the day."

Beside losing sleep while slaving over a hot stove all night, LAC Robinson remarked that he had seen mirages of cool glasses of beer. They were rationed to half a pint a week.

SADIE HAWKINS' DO

By M. J. SEELEY

THE station WAAF's threw a party last Friday evening—a very formal affair, invitations only... and cards had to be surrendered to the curly (ougenial) S.P.s at the door.

Without mentioning any names, we'd like to tell one of a corporal of the Goose Squadron (an elusive Jack of all trades) who tried to bribe several girls with bottles of olives. They didn't like olives!

(Then he turns the charm on Lane 63B), but met with a severe rebuff. In desperation he offered a chocolate bar (Canadian) and maybe a stick of gum in return for a ticket, but no dice. (P.S.—The WAAF maestro, "Scotty," took pity on the poor lad and ushered him in.)

The band was in top form and we all had an enjoyable time. The girls all pretended the boys were in "talls," and the boys pretended (after the tenth one... not before) that their partners had a Betty Grable figure, an Alice Faye voice, a Deanna Durbin face and, considering the dearth of cash, a limited capacity. Among those present were the new station commander, G/C Jones, and a be-ringed array of station and base officers.

The corporal's benefactress, "Scotty," acted as mistress of ceremonies and kept the party swinging along with contests and "tags"; and vied with a demure signals officer in the number of men she danced with. The WAAF's are to be congratulated.

"Holdfast" Kelly

We've at last caught up with F/O Pat Kelly, a Montreal bomb-aimer who flies with P/O Shorty White. He's got himself engaged, fellows. We hear she is a nursing sister from Holdfast, Sask. Helen Burkart, who has only been over here three months, will say "I do" to Pat when he finishes several more trips. Good luck to you both.

We laugh at the Service nomenclature (a ten shilling word), because it often reads backwards—stores, with their "boots, black, airmen," and "socks, wool," etc. Names, too, in the Service suffer from this backward affliction. One man in the squadron armoury is known to the Service as "Hello, Joe." He doesn't mind being a "Joe Armourer" but he does dislike "Joe-Joe." "Hello," by the way, hails from Campbelltown, N.B.

So Long, Old-Timer

A squadron old-timer, W/O Joe Young, Regina, who has served over two years as "Major" of the Armoury, has been posted to a satellite drome. His stay with the squadron was eventful chiefly because he got married to a miss from the Midlands. Good luck with your new Joes, Major.

Will P/O Bill "Tiny" St. John, Hollywood, Calif., a pilot please contact former armament mate, "Joek" Whyte, Timmins, Ont.

Bob Elliot, Beebe, Que., has been exhibiting a few of his paintings in B.R.153. His landscapes are good, his skies excellent and his animal life realistic. Bob hopes to turn his other hobby, taxidermy, into a full-time job when he is finished bombing up kites.

Station hockey is doing well. Last week's game with a satellite drome resulted in a 2-2 draw after a hard-fought game. Muir and Griffin scored for our opponents, the squadron's tri-unit star line again tallied both our points. Gourley, of the Thunderbirds, was the man, with assists from Cleve Cowland and Dea Desolets.

Stang did a spot of travelling in the Med., visited a bunch of fellow Canadians with a unit at Casablanca, and even got into La Linea, Spain, for a two-hour visit. "I could have stayed six hours," he confessed, "but two hours was plenty. I had a look round, got tired of the place, and came back."

BLACK BULL BOYS

By PRO.

THE big news this week is the S.H.Q. party. Not to be outdone by Connie and her now famous birthday party, the S.H.Q. lads and lassies went all out on a little do at our nearby village.

It was a grand affair, with the station's big chief directing operations from atop the antique piano. S/L Ivermee was there big as life, trying to restrain newly promoted F/O Hollingsworth from putting us through the latest "physical jerks." Our popular station W/O was in fine fettle, though we are restrained from commenting on the condition of that man "Mr. Wells." Oh, well, we'll put it down to that newly acquired wreath on his sleeve! I have to be nice to him, he censors this feeble effort.

Mr. Kelly spent the evening telling how the last blood donor group could only get petrol from his veins! Naturally, LAC English believed the story, while Ian MacDonald, being a smart western boy from New Westminster, B.C., wanted to see the petrol coupons and the issue voucher! Among the young ladies at this quiet riot were LACW Flo, Beckley, "Scotty" Denham, "Diamond Lil," and, of course, Lady Owen complete with retinue. Nice surroundings, Yea, man!

"Groupie" Was Solid

Around the hour of ten (they were not thrown out) the party bade their host farewell and headed for the station dance, you know, one of these "corporals and below" affairs. Eddie Harper and the boys provided a fanfare entry and plenty of real, solid music. Swinging into a dance contest, G/C Sampson came out three lengths ahead of the other contestants. Special contestant, special prize, so our groupie came away with a handsome gift—one cigarette!

Our bouquet this week goes to LAC Cliff Briggs, our YMCA's number one man. Cliff has become a popular fixture on this base through his noon-hour program of recordings and newscasts, to say nothing of his work as M.C. of our weekly "beat the band" quiz show.

We will all miss the cheery help of F/L Bob Freeman, who departed last week for parts unknown. Best of luck, sir, and as the Arabs would say, may your rings increase!

Must close this week's epistle with the comment of Cpl. Bob Martin, Wireless Section. I said, "Look here, old man, got to get some gen for WINGS ABROAD! Anyone down your section been promoted?" Through his laughter he managed to retort: "Promoted? What is dat? We don't even get those mysterious shadow ranks any more!"

MOUNTFORD MAKES IT

F/L Art Mountford, Regina, who has been air-gunner in these parts for a long time now has just successfully completed an advanced course.



His Grace, the Most Reverend, the Archbishop of York, Dr. Cyril Garbett, visited an RCAF Bomber Group Station recently. Outside the station church, left to right, are: Air Vice-Marshal G. E. Brookes, O.B.E., A.O.C. of the RCAF Bomber Group; the Archbishop; S/L W. F. Butcher, Milton West, Ont., the station padre and station commander.

CREW ROOM CHATTER AT CANADIAN BOMBER GROUP

Athletes, Canadian sports figures, abound in the RCAF Bomber Group. Sports officers at the station G/C F. A. Sampson, Ottawa, is F/O C. E. "Holly" Hollingsworth, Athens, Ont. He was formerly supervisor of sports and playgrounds for Ontario's Waterloo County schools. He has had many outstanding athletes pass through his hands.

Holly reports that Cpl. W. C. "Porky" Dumart has recently been posted to an officers' training course.

Hamilton, Ont. Olympics will be glad to hear that their champion sprinter, Sgt. Jerry Bell, is now with a conversion unit as a fitter. The 100-yard expert is helping to train the unit's track and field enthusiasts. Recently their three-man team brought back four firsts from the RCAF Overseas meet in London.

The former good Winnipeg lightweight, Sgt. Al Chatfield, is training Canadians over here in the art of self-defence.

Another boxer, Calgary's "Duke" Breland, now listed as Sgt. Breland, L., disciplinarian, says he misses his boxing activities on the west coast and the jaunts to South America.

Two of Canada's best swimmers are with Group squadrons, F/L Tommy Walker, Toronto, adjutant of the Iroquois outfit, and F/L Henry "Hank" Dow, now with the Leaside squadron. Another natator is Cpl. Dick

Whitlam, Montreal, who divides his time between swimming and his job as an engine fitter of the Bison squadron.

S/L Jim Campbell, who master-minded RCAF flyers to the Allan Cup championship in 1941-42, is among new arrivals in the group. He was formerly at RCAF Headquarters, Ottawa, and at Western Air Command.

Hun Hospitality

Sgt. Jon Leyne, Saskatoon rear-gunner, who used to play junior football with the Edmonton Athletic Club squad, describes a reception committee of enemy fighters waiting for his kite on the last Leverkusen trip. "There was at least one fighter stooging around as we went in to bomb," he says, "but it didn't attack, and we beetled right out of there."

Pilot on that trip was F/L Jack Hill, former Regina radio announcer. He said that the Leverkusen defenders were able to toss up one of the heaviest concentrations of flak yet observed in the always well-defended Ruhr valley. "I've even got a piece of flak to prove we were there," he said, hauling out a jagged bit of metal which had penetrated the fuselage of his Halifax, bounced around inside and finally landed on the floor beside the navigator.

"I'm sure glad that it bounced plenty before it got to me," said F/O Johnny Stoyke, Itune, Sask., aforementioned navigator.

THE MAIL BAG

By LAC "MEL" WYLIE

WELCOME back, LAC "Ernie" Jenner, from a brief stay in No. 10 Canadian. Caution, don't let Ole Man Flu get you again, pal! Also back from No. 10 is A2 Lindsay, but the W.D.s have a representative, LAW Melrose.

AC "Bing" Anderson informs us that all is in preparation for the big hockey opening. Seems LAC "Pony" Kowalzyk and AC Joe Hauser had a grand week-end in Manchester, they say it was wet and we believe them.

No, folks, LAW Scott still has hands. It's the greatcoat. Never mind, Scotty, they only come in two sizes.

Wonder why five feet four and a half inches of sunshine, Cpl. Anderson, is so happy these days? Ask her to show you the soldier's picture in her 1250. Remember, "Rusty," Galt is in the east.

It seems LAW "Gusty" Paynter is holding her own in numerous lines about the letter cases.

What have the "Canadians" got that the Land Army seems to lack? Ask LAC Prindle for the answer.

We are sorry to see LAC "Jim" Monaghan posted. Since Cpls. Barton, Gamey and Keep began housekeeping, no doubt they will be of great assistance to the little women back home.

BURNABY BUTCHER BOY

Sgt. Douglas Jones, who used to run a butcher shop in Burnaby, B.C., and entered the RCAF as an M.T. driver in September, 1941, is flying as a gunner in a Wellington these days, carrying the fight to the Japs from a base in India.

HIS GRACE VISITS BOMBER STATION

His Grace, the Most Reverend The Archbishop of York, Dr. Cyril Garbett, spent Sunday morning and afternoon recently at an RCAF bomber station. He conducted the morning service in the station chapel and, taking as his theme the Bible story of the talents, told of the need now for everyone to apply himself as efficiently as possible.

A large crowd attended the service among which were many senior officers including A/V/M G. E. Brookes, O.B.E., A.O.C., RCAF Bomber Group, Air Commodore C. M. McEwan, M.C., D.F.C., a base commander in the group, and G/C D. M. Edwards, A.F.C., station C.O.

Following the service, His Grace toured the station. Stopping at one kite at a dispersal point, he chatted informally with Sgt. Ken Godfrey, Fort William, Ont., and Sgt. L. J. "Korkie" Yeo, Regina.

LAC John Shushkovich, Timmins, Ont., a fitter on another aircraft, struck up quite a conversation with the Archbishop about his recent trip to Russia. Shushkovich said his father was born in Russia, that he "didn't used to like Russia so much but he thinks a lot more of it now."

His Grace then visited another aircraft and chatted with F/S John Pilon, Luskville, Que., and Sgt. Tom Hastings, Middlesex. In one of the hangars he shook hands with Sgt. Jack Wilson, Moose Jaw, Sask., and talked with F/L Mark, Roach, D.F.M. From there His Grace visited the station hospital and spoke with some of the patients including F/S Ken Pulham, who was bedded down with a touch of flu, and Nursing Sister Elaine Matheson, South Hampton, Ont.

ECHELON ERKS.

By CPL J. R. HAMEL

THIS is your new editor giving you the "Gen" for the week out here in the sticks. I just got back from a short week-end, which of course I spent with my little sailor, out that way they call everyone love, and it's quite a place, so if you can scrounge a 48 sometime in the future, drop around and get the "Gen." I'm warning you it's still NO, NO, NO, NO, LOVE.

Our ex-editor, Cpl. J. F. Cutler, has left us and we wish him the best of luck in his new career. Cheer up, Ginger, he'll be back on a 48.

We need some good reporters in the Flights, so if any of you have any good lines on your mates or any family trouble just pass it on to me.

Cpl. Ferguson, better known as the man who can hold a conversation on any five subjects at the same time, has just returned from a Discip. Course and he is seen walking around the Dispersal like a Sgt. Major asking the boys questions on discipline and giving them the "gen" and of course shooting the bull that the course was "Just a piece of cake."

We're sorry to hear that our telephonist, "Old Pop" Hurley, has gone to hospital, and we hope it won't be long before he'll be out. In the meantime we'll be able to get chips from the NAAFI.

Seen walking around in coveralls this week is our glamour boy, LAC Sullivan. What's a bit of hard work, Sully? Of all the dances in England he had to pick the same one as our "Little Tannoy."

Everyone had a sore arm last week and all the blame goes to our "S&w Bones" helper, Cpl. W. A. Johnson. We heard he was a champion dart player and we don't doubt it the way he was throwing that needle.

On leave we have our Postman, Cpl. Gallant from "Spud Island." Better hurry back as the mail situation is getting critical. Also on leave are Cpl. "Lummy" Lumsden, LAC McGuigan, "Old Brother" Fogan, LAC Asp, LAC Ferguson, LAC Johnstone, LAC Walker, LAC Reavie, LAC Paul Lambert, AC Mattatall and LAC Tingley.



In the Land of the Maple they SWEAR

by KOLYNOS! of course

Aptly described as an Empire Arsenal and an Empire Larder, Canada has also played the role of fairy godmother to many children evacuated from their homes in Gt. Britain. We may be quite sure that in acquiring new habits they will be encouraged to develop those instilled by their parents: washing behind their ears, for example, and cleaning their teeth night and morning—with KOLYNOS.

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST

Advertisement for NUGGET SHOE POLISH. Includes image of a shoe and text: 'For Extra Smartness the shoes of more & more officers are being polished with NUGGET SHOE POLISH. IN BLACK. & DARK BROWN.'

SHELL RAGES AROUND CREW

Ricocheting Incendiary Does Not Hurt Anyone

A single German incendiary shell stirred up something of a flurry among the crew of the City of Vancouver Squadron's "D for Donald" while the heavy bomber was returning from a recent raid on Berlin.

The shell smashed through a fuse box, caromed off the parachute harness of the bomb-aimer, W/O2 Gordon Schneider, Edmonton, whizzed past the ear of F/O E. A. McLennan, White-rock, B.C., the pilot, and thumped down on the navigator's table in front of F/O W. S. Sheppard, Kerrobert, Sask., where it burst into flame and destroyed part of the navigation maps. Not one of the crew was injured.

For a split second the men were too thunderstruck to speak, then the bomb-aimer came up with a cockney "Blimey." Then F/O McLennan threw the Lancaster into such violent evasive action that both gunners, W/O S. H. Nutting, D.F.M., Radison, Sask., and Sgt. N. F. V. Roobroek, Montreal, set up a howl because they couldn't get a shot in.

As "D for Donald" neared its base the skipper found his hydraulic landing gear had been damaged and one of the tyres burst by the enemy fire. After letting the wheels down by hand, he set her down to a one-point landing without damaging the kite or her harried crew.

BISON BOMBER GETS TO BASE ON THREE

After successfully getting past their 13th operation, one Canadian bomber crew ran into trouble on their fourteenth trip. It was on the way to Stuttgart last month that "X for X-Ray," piloted by P/O H. W. Mitchell, lost the use of its port outer engine.

The Bison Squadron was still 40 minutes away from the target. By the time it was over the target it had lost height and was down to 10,000. The three-engined kite got back to base without further incident.

Members of the crew included: F/S T. B. Fjeldsted, Arborg, Man.; F/S L. C. Churchill, Toronto; Sgt. R. H. Fallon, Westmount; P/O W. W. Tucker, Greencastle, Ind.

CANADIAN TYPHOON FLYERS GET PAIR

Surprising a squadron of F.W.190s as they were going in to land at their base in Holland, RAF Typhoons—two of them piloted by Canadians—brought down four Focke Wulfs and one Ju.88, in an attack and chase that lasted five minutes. The Canadians, each of whom accounted for one, were F/O Clifford Robert Abbott, Beverley, Edmonton, and F/O J. F. H. Williams, Toronto.

The Typhoons had been sweeping the area in support of a daylight bombing of targets in the Ruhr by Liberators and Fortresses of the USAAF.

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RECCY PILOT HOT WITH ONE WHEEL

Landing an aircraft on one wheel is a tricky procedure which often brings serious consequences for the aircraft or pilot or both. A member of the RCAF in India, however, showed the other day that there are exceptions to the rule.

The pilot is A. R. Lehman, Welland, Ont., who made a one-wheel landing in the morning and would have flown the same machine off again in the afternoon except that one necessary for the minor repair job was not immediately available. Lehman files photographic reconnaissance planes from an RAF 'drome in East India.

Starting out on a routine look-see trip over Japanese-occupied Burma, shortly after the take-off, he found something wrong with his wheels. One was locked down and the other was swaying beneath the belly of the plane. He tried a few aerobatics to shake the trouble loose, and even tried to get both wheels either up or down by flying upside down and working the controls, but "no go."

There was only one thing to do—a crash landing. He flew away from his base, where an accident on the runway would have tied up a great many other aircraft, and selected a grassy strip. Down he came, and despite the high landing speed of his plane finally came to a stop with no more damage than a broken aileron. He reported to his squadron, and a quick check showed the plane would be ready to fly again in a few hours.

NIGHT BOMBERS

(Continued from page 1)
bombers over the target. By that time the target markers were indistinguishable in two lanes of fires. "I bombed the junction of the fires," he says.

Like Hamburg
"Just like the raids on Hamburg," was the comment of F/S J. M. P. LeBel, a rear-gunner with the Lion Squadron.

Among the other Lion Squadron members on the attack were: Sgt. M. Smoke, F/O A. W. Shirley, Sgt. N. Barlow, F/S Gruninger, P/O R. Deegan, F/O R. J. Lacerte, P/O William Stephen, F/S J. D. Sheldrake, W/O G. R. Pearce, F/S E. Blich, F/O B. S. Sanderson, F/S N. E. Cook, Sgt. B. E. Findlay, Sgt. W. A. Stiles.

Included in the crews of the Blueenos and Iroquois units were: Sgt. Harry Ridley, F/L Earney Keenan, F/O Jim Tully, F/S Denis Lalonde, F/S Charles Osborne, Sgt. Owen Harper, Sgt. John Keene, F/O Bill Roberts, S/L Lloyd Linnell, Sgt. Bill Kunkel, Sgt. Glen Rice, F/O Gordon Bishop, F/O Robert Holtby, Sgt. Gerald Kehoe.

A flight commander of the Leaside Squadron, S/L Bill Strachan, Trail, B.C., told of seeing "one really big sort of white explosion. It must have been a tank or something like one. The pathfinders were right on and laid down flares just like a 'V' and we bombed the centre."

His rear-gunner, F/S Murray Stewart, Walburg, Sask., added: "As we left you could see the smoke billowing up to 12,000 feet. It was cloudy, but you could see the reflection of the fires under the clouds."

Others in the Strachan crew included P/O Maurice Martin, Delisle, Sask.; F/O N. J. Baron, Spedden, Alta.; F/S Bill Thompson, Lipton, Sask.; F/O Bob Stuart, Simcoe, Ont.

P/O Don Rae, Regina, pilot of another Leaside squadron, was impressed by the fact that there was snow in Germany. "It made me homesick," he said.

Others from the Leaside unit included F/S Willard Hoppus, Lacombe, Alta.; W/O "Dave" Lyng, Montreal.

To Berlin with the RAF
Among the Canadians who flew with the RAF to Berlin, F/S L. H. Geller, Hamilton, Ont., considered the attack satisfactory. Seventeen times he has been over Germany as navigator of a RAF Lancaster. He has never missed the opportunity of leaving his compartment to take a peek at the target area.

"The fires last night," he said on his return, "were well concentrated and there was one huge explosion while we were there. It was right in the centre. It made a whitish glow which lasted for several seconds."

A pilot who flies with the same squadron, F/O R. M. Rumble, King City, Ont., said, "It was very clear over the target and there were flares and searchlights galore, but the only fighter we saw was going in the opposite direction."

Canadians reported that smoke had risen to eight or nine thousand feet by the time they left the city and that the fires were visible for 150 miles of the return trip.

Other Canadians who went to Berlin with the RAF included: P/O R. C. Parry, Winnipeg; P/O J. C. Sharp, Deveron, Sask., and P/O J. G. Thompson, Brampton, Ont.



Hard at it, these boys are the "liaison" between Canadian flyers scattered from Gibraltar to India and the folks at home. These gentlemen find, file and feed nostalgic Canadians with "bags" of mail.

(Official RCAF Photograph.)

ALGIERS MAILMEN TAKE THEIR WORK SERIOUSLY

Voluntary Shifts at Night Speed Delivery of Airmen's Letters

Combining many of the more commendable qualities of a missing persons bureau, a beagle and a friend from home, the Canadian section of the British Base Army Post Office in Algiers is doing one of the biggest of those "they-serve-without-glory" jobs.

Anyone trying not to get his mail would have a hard time hiding from F/L Al Davies, of Prince Rupert, and his hard-working staff. They work on the principle that mail is important and should get to the boys immediately if not sooner. Their adherence to this principle is bringing them back at nights.

"The boys come back of their own accord," said F/L Davies. "They say there isn't much for them to do in the evenings, anyway."

A personally conducted tour of the establishment showed new bag racks being constructed for the rush of Christmas mail. In one corner of the sorting room one of the voluntary night shift workers was grabbing a few hours' sleep. Silently and smoothly a new batch of mail was being sorted and despatched, and on the other side the outgoing mail was being parcelled and fired into bags by young men with throwing arms indicating potential Yankee material when the war is over.

Through Davies' office, staffed by 25 men, goes all the mail for the men of the RCAF serving in North Africa, Gibraltar, Italy, Middle East, Iran, Iraq and far-off India. The same office handles army mail but not in such great quantities.

A Super File
There is a file with the name of every RCAF man in the theatre. His address, which has been checked and rechecked from all available information, is kept up to date and all mail is checked against that file.

F/L Davies pointed out that this is where RCAF men can help to get their mail without delay "if they would let us know through the redirection cards, so we can keep the file

absolutely up to date." These changes amount to thousands each week.

After the mail has been checked and the address okayed or altered, the letters are bundled, and if there is a letter for Umpteenth Squadron in Blank Squadron's bag someone will hear about it in the RCAF post office.

"We don't fool about it," said Davies. "We just cannot have mis-sorts. It's too important." Airmail carries the highest priority in handling and is on its way as soon as the bags can be cleared and the addresses checked.

In charge of the "floor" is a former postal employee from Toronto, F/S W. J. Compton. He used to be at Terminal "A" in Toronto, and with him, looking after the Canadian Army side of the service, is Cpl. C. W. Rogers, of Toronto, another former Terminal "A" man before the war.

In the registration room parcels were being handled in quantity, but they represented just a trickle compared to the flood that is expected when the Christmas bundles from home hit the area. Registration provides the same protection here as it does from home. The RCAF postal section often registers a parcel that has not been protected by the sender just to make sure it gets there.

The Hard Ones

In spite of their efforts there are bound to be some letters turn up that foil the systematic and painstaking efforts of the post office boys. These "no record" letters are held for 90 days and then are returned to the sender. To give you an idea how reluctantly they admit defeat in the "no record" branch, the flight lieutenant explained that lists of no record letters and parcels are exchanged by the various sections in the hope that a clue may be obtained from this pooling of information.

Cpl. J. V. Jones, Winnipeg, looks after these postal mavericks. He said that a letter addressed to LAC Joe Doakes RCAF, North Africa, would get to him eventually, but he didn't advise that carefree attitude in addressing mail. But "we'd see that he got it all right," said the corporal a bit grimly.

OFFICERS HONOUR DEPARTING CHIEF

Headquarters officers gathered in the officers' mess last week at a farewell party in honour of Air Marshal Harold Edwards, C.B., A.O.C.-in-C., RCAF Overseas, who is leaving shortly for Canada.

He was welcomed by G/C Hunter, Director of Medical Services and Mess President, who likened Air Marshal Edwards to a Pathfinder who had blazed the trail and pioneered for the RCAF Overseas.

In an address to the assembled officers, many of whom had worked with him for the past two years, Air Marshal Edwards said: "I leave you now but I'm not saying good-bye; I'm saying just farewell for the time being."

He declared that the expansion of RCAF Overseas Headquarters was due to the energy and foresight of those people who worked with him, and congratulated them. He briefly reviewed that expansion, from the days when headquarters was confined to a few rooms in the Sun Life building until "in spite of the vultures looking for quarters" H.Q. was removed to Lincoln's Inn Fields.

A/S/O Margaret Long, Arden, Man., presented Air Marshal Edwards with an engraved silver tray on behalf of the assembled officers.

RECORDS A2 (CAN)

(Continued from page 3.)

toll of the staff. The half-alive look on most of the fellows is the sign that they are next on the rota for sick-bay. Those in dock are LACs George Allen and Geo. Prew. LAC "Mitch" Mitchell has just arrived out. Willie says that he is going in when he finds his voice.

Highlight of LACs Jim McKenzie's and Jim Ballantyne's leave was when they were able to have a couple of cokes in Edinburgh. LAC Ballantyne's relatives threw a party and half of the clans in Scotland were represented.

There are a lot of fellows here who must lead an exemplary life, because they seldom make the print in this column. Here are some of them:

News of the Mob

F/S Doug Spalding, Miniota, Man., spends most of his evenings plodding back and forth from a WAAF camp nearby.

Cpl. George Coupar, New Westminster, is still receiving anonymous letters from North Africa about his pyjama stripes.

LAC Cliff Crawford, Toronto, is really covering a lot of territory, but fast.

LAC Charlie Meder, North Winnipeg, is the cribbage champion of his hut and thinks that his best time for the game is in the small hours of the morning.

LAC Lorne MacTaggart, Thomasburgh, Ont., has a preference for the W.L.A., and denies that it was Thomasburgh which made him so used to associating with the farm.

Cpls. Gord Hornstein and Bob Heiser spent all of Saturday trying to contact each other. Gord stayed in his hut and waited for Bob to call; Bob stayed in his hut and waited for Gord to call. They both spent a very quiet day.

15 CANADIANS ARE INVESTED

All Decorated With D.F.M.s In Ceremony At Palace

Fifteen Canadian flyers all received the Distinguished Flying Medal at a recent investiture in Buckingham Palace. Of the 15 all but three had been commissioned since their decorations had been published.

F/O F. C. Kruger, Bede, Man., won his gong for outstanding skill on an outward flight to Turin. Although his aileron controls were not responding properly he succeeded in getting over the Alps and to the target. During the run-up Kruger's aircraft was hit by flak but he pressed home the attack and returned to base safely.

P/O G. Doug Aitken, Stratford, Ont., described in his citation as an outstanding bomb-aimer, was mentioned for his part in a raid on a Nazi submarine base. The citation read in part: "His splendid record of courage and undaunted determination have been an inspiration to all in the squadron."

Pals Ganged Together
A veteran of 31 operational sorties over Germany, Italy and Tunisia, F/O L. W. Matthews, Calgary, was at the Palace with his friend, F/O C. P. Lundeen, Preeceville, Sask., who also received the D.F.M.

Other RCAF men who received their medals from the King were: F/O J. H. Gilmore, Picardville, Alta.; F/O E. MacFarlane, Chilliwack, B.C.; P/O J. M. Bissette, St. Vital, Man.; P/O C. E. Delaney, Quebec City; P/O J. W. Emerson, Shellbrook, Sask.; P/O C. R. Priece, Montreal; P/O R. J. White, Perth, Ont.; P/O J. R. Woolley, Albernie, B.C.; F/S J. A. Sneddon, Edmonton; Sgt. R. J. Booth, Saskatchewan; and Sgt. L. G. Collins, Marchwell, Sask.

BISON BANTER

(Continued from page 3.)

brought his kite back with half its fin and rudder chewed off in a mid-air scrape with another kite; F/O J. I. Keenan's bomb doors were stuck tight over the target. He got them open by an emergency method but couldn't get them closed again, so he came all the way home with them open; F/S Paul Charlebois had to ditch near a coastal airfield after being forced to overshoot on three engines.

A good hard pat on the back to P/O Bill Mitchell who, having lost an engine several minutes before reaching the target, carried on although losing height and bombed the target from a much lower altitude.

MIGHTIEST MOUSTACHE

Most promising "Boogie Club" candidate is F/S Howard Aiton, Hartland, N.B., who does his flying in the rear turret of a Blueenos Squadron Halifax. This former member of the Canadian Permanent Force Army and Merchant Marine sports the gaudest set of mustachios in the entire RCAF Bomber Group.

"GHOSTS" MAY HAVE A KILL

Seven young Canadians who make up the crew of a Halifax bomber belonging to Bomber Group's "Ghost" squadron aren't making extravagant claims, but they're confident that there's one less F.W.190 on the Luftwaffe's fighter roster.

It happened on a recent trip to Frankfurt when the bomber was attacked right over the target. "It was definitely an F.W.," said the rear-gunner, P/O R. B. Learn, New Westminster, B.C. "I saw him coming in from starboard and gave the skipper evasive action. At the same time I fired a short burst." The crew could see Learn's tracers strike the fighter, which made no attempt to shoot back. Other crews returning from the same raid saw a fighter go down in flames at about the same spot, but it is not certain whether Learn got his Jerry.

According to the pilot, S/L C. S. "Chris" Bartlett, D.F.C., Fort Qu'Appelle, Sask., it was his crew's fifth brush with night-fighters in the last three trips. Bartlett recently returned to operations following a six-months' rest in Canada after completing a four-year stretch of duty in the Middle East and North Africa.

Others in the crew are F/O R. H. Kelso, navigator, Toronto;

BEAUFIGHTERS DIVE ON ENEMY CONVOY

Diving from 1,500 feet through a hail of fierce anti-aircraft fire, RCAF Beaufighters of Coastal Command made a concentrated, mast-high attack last week on an enemy convoy off the Norwegian coast.

Crews claimed many hits on two heavily-laden merchant vessels. All of the Beaus returned safely to base.

The following pilots and navigators took part in the attack: W/O L. F. Page, Nanaimo, B.C.; F/S A. B. French, Amherst, N.S.; F/O S. S. Shulenson, Montreal; P/O M. A. Decloux, Toronto, and P/O Ken S. Miller, Westmount, Que.; pilots; P/O K. S. Young, Montreal, and W/O Fred Cook, Brightview, Alta., navigators.

FALLOON TAKES REST

P/O George H. Falloon, Smeaton, Sask., who won the D.F.M. last July for a snappy job of flight engineering during a raid on the Schneider factory at Le Creusot, is enjoying a well-earned rest after a hectic tour of operations with Bomber Command.

Sgt. C. H. Kyle, flight engineer, Moose Jaw, Sask.; F/O E. H. Hanson, bomb-aimer, Toronto; F/O D. H. Crawford, wireless operator, Portage La Prairie, Man.; and Sgt. R. E. Campbell, mid-upper gunner, Montreal.



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THUNDER FLASHES

By TED HOUSTON

THE party held in the Sergeants' Mess last Saturday proved to be a bang-on success. One of the evening's highlights was the jitter-bug contest sponsored by Air Commodore C. M. McEwen, M.C., D.F.C., and P/O Al Davies. Incidentally the sponsors included a bit of "coin of the realm" to make quite a lucrative prize.

This station is to be honoured by a visit from the Archbishop of York this Sunday. S/L Butcher is certain that the eminent theologian will have much of interest to tell his congregation, especially in view of his recent Russian journey.

WINCO EXPERIENCED IN MANY OP TASKS

Resuming a chequered career that includes experience on several different types of aircraft and many types of operational duties, W/C Frank Hillock, Toronto, recently arrived back in this country. He has been back in Canada for a visit after more than three years' operational experience overseas.

He came over in 1940 with the old 110 Squadron, an army co-op unit. He saw service with the first Canadian Spitfire squadron and later was flight commander and commanding officer of a Beaufighter squadron. Before going back to Canada he was C.O. of a Mosquito nightfighter unit.

shaky do's but have always been ready when called upon. "Mac" McCormick is spending a few days in hospital and everyone wishes him a speedy recovery. He and Stan are members of the USAAF and have been real ambassadors of goodwill from the States. Stan Gaunt will be remembered by all of us as a swell fellow.

London will never recover from the invasion which Tom Jones, Ed George and Al Davies staged there this past week. We are told "Ace" Carriock, P/O Davies' navigator, just never seems to stop until he hits Bournemouth. Perhaps he sees things through "Rose" coloured glasses.

Taffy's D.F.C.

In charge of the gunnery section in P/O Watts' absence is P/O "Taffy" Thomas, Winco Sweetman's rear gunner. "Taffy" now sports a richly deserved D.F.C., too. He and the Winco have been together since the old days.

F/S Proudlock, bomb-aimer of W/O Olsson's crew entertained a welcome visitor not long ago in the person of his W/O kid brother. The two brothers spent a bang-on leave together.

This week "Bish" Bishop, last defence of F/L Spaffords, has entered the exalted ranks of the P/Os. Congrats!

It seems that F/O Gerry Rudman takes exception to a statement in Wings Abroad that F/O Dunphy has an all-Canadian crew. Perhaps it is just another case of Scotch mist.

A speedy recovery to F/L Jim Cleveland, our popular navigation leader, P/O DeBloeme and Sgt. Martin.

WOMEN'S DIVISION

"M MM! Just like mother used to make," said the boys used in the Plastic Surgery Hospital, in between bites of the home-made apple pies one of the W.D.s treated them to as of a recent Sunday. The cook was LAW B. MacMillan, Edmonton, and in view of the delicious pies she makes we figure she should not be on the single list long...

Courses seem to be the order of the season for the W.D.s: records, machine courses, signals courses, dental assistants' courses, discip. courses, officers' courses. Our first two full-fledged dental assistants this side of the ocean recently returned from a three months' course; they are AW W. Meier, whose home is in Arron, Sask., but who has been in England since 1939 and enlisted over here, and AW C. Lattimer, of Portsmouth, Eng.

LAW Uno Who

The WAAF's have been holding week-end courses dealing with ideas for entertainment, drama, handicraft, etc., and last week-end extended an invitation to the W.D.s to provide one airwoman and one officer for the course; LAW Uno Who, of Vancouver—(Hasset asked us not to use her name again)—acted as our representative, both of them, and reported that the course was enjoyable and instructive... and so was their visit to one of the oldest theatres in England. All by herself among all the WAAF officers and N.C.O.s, the only LAW and the only WID, Eileen seems to have held her own.

Plans are under way by this H.Q. to entertain 75 Holborn orphan children at a party on December 13. Any W.D.s who can contribute anything, toys, time, ideas, or who would like to assist with decorations, food and entertainment will be more than welcome. LAW Clare Rutherford (D.A.S.) might be contacted. Some very nice hand-made toys have been turned in, but many more are needed.

"It's not safe to salute officers outside of H.Q.," said one of the W.D.s. She did just that recently and in returning the salute the officer knocked her hat off. "He didn't pick it up either," said the WID, "but I suppose there's an A.M.O. to cover that."



Out west in Raymond, Alta., where Sgt. Art Hutchinson comes from, they call them papooses. We don't know what the term is in West Africa, where Art now serves as a wireless operator air-gunner. (Official RCAF Photograph.)

IREDALE WORKED IN SOUTH PACIFIC

Around Lae, New Guinea, the natives used to call him "Big Fella Master Kerosene." He and his employees were the last to see Amelia Earhart alive, as she took off on a 1,600-mile hop to Howland Island and was never heard from again. When the Japs overran Lae, where he was stationed, they used his bungalow as their headquarters.

Big Fella Master Kerosene, also known as S/L R. W. Iredale, D.F.C., Melbourne, Australia, spent a few days recently with a Canadian intruder squadron at a Canadian base in Britain. He was particularly interested in news of the South Pacific war, since he spent three years at Lae as representative of the Vacuum Oil Company.

It was there that he met Amelia Earhart and her navigator, Fred Noonan. "She was an outstanding woman," said Iredale. In the four days she spent at Lae, Miss Earhart gave Iredale and his associates a lecture on the future of aviation and the part women would play, then commenced writing a book on Pidgin English. She finished the book and took it with her, intending to have it published on her return to the United States. "We heard them for 1,200 miles," said he, "at which time they reported everything was okay. Then there was silence." The Australian pilot trained in Canada and for three months was stationed at McLeod, Alta. His navigator is a Canadian, F/L D. McCaul, Toronto.

HEADQUARTERS

A NEW way to take the stairs in the old building was demonstrated by Pte. Kelly, scourge of the H.Q. Dental Section. Kelly came screaming out of the doorway, missed the first step, skipped the second and missed the rest on the exterior of his well-worn khaki pants. While Kelly was taking his fall, LAC Autton took a dive down the escalator of a tube station. "The Blimp," as he is known in the Service Police, was ogling a blonde when he missed the top step. Being built of sterner stuff than Kelly he bounced merrily down the stairs. The escalator was under repair the next day.

The crack of dawn always seems to herald a phone call for Cpl. Senecal, night duty joe on the front door. Washer-women gather around three deep to listen to him bill and coo to the girl friend.

At this sitting it looks as if things will be popping at the Alexandra Palace Roller Rink, Wood Green, to-morrow night. Commencing at 6.30 and going through to 9.30 personnel "of these headquarters" will be skating, and skating, and... Hurts, doesn't it?

You can come in sports clothes, service or civilian, but get your special ticket from a Sports and Entertainment Representative or you'll have to pay through the nose. If you're in uniform, the special service rate will prevail without a ticket.

Count early in the week indicated that probably as many as 250 lads and lassies from this neck of the woods will be heading westward on Thursday.

The back-men seem to be the only late-nighters around this joint. The boys are fostering a dance New Year's Eve. It will last till the unheard of hour of midnight. A few tickets are available. Kick-off is at 7.30. The place, Paviour's Arms.

Like Ferdinand the Bull, someone in the M.T. section is a lover of the beautiful flowers. A flock of posies adorning the section disappeared.

"P.O." Duguid

Cpl. "Post Office" Duguid and staff are looking wan and worn these days. By the time the Christmas rush is over "Duggie" figures he'll be letter post weight.

In search of health and pleasure at a local ice rink last Saturday evening were WO2 Fanjoy, Sgt. Art Leriche, Cpl. Sheperdson, Sgt. Don Clarke and other H.Q. notables.

Speaking of ice and skating and stuff, the London hockey team, alias H.Q., in the Purley division of the South England hockey loop, dropped the first game of the season to the Brown squad. The enemy rapped in five counters. The local lads whumped home a pair of markers.

Total collection for the Headquarters' Poppy Fund was £15 15s. 3d. Of this total £8 11s. was collected from the officers at Headquarters, with the remaining £7 4s. 3d. coming from the boxes in each building.

Where did the money go? The cost of the Remembrance wreath was £3 3s. and the balance of £12 12s. 3d. was donated to the Earl Haig's Fund for Disabled Veterans.

FILM LOG

"GIRL CRAZY" (Empire)

Mickey Rooney, Judy Garland, Tommy Dorsey and Band, and George Gershwin's tunes mix it in a musical rodeo. Mickey Rooney is sent out west to school by his publisher father, who wants to get him to a womanless sanctuary. On arriving he meets Judy Garland, some horses, and eventually imports some feminine pulchritude. Judy Garland's singing and Tommy Dorsey's music are what the doctor ordered for those who like it hot. If it's an evening's entertainment you want, "Girl Crazy" is your answer.

"THANK YOUR LUCKY STARS" (Warner)

A long picture (11,440 ft.)—a musical revue crammed with such Warner Brothers' stars as Humphrey Bogart, Bette Davis, Eddie Cantor, Olivia de Havilland, Errol Flynn, Joan Leslie, Ida Lupino, Ann Sheridan, John Garfield, Dennis Morgan, Dinah Shore and Alexis Smith. Hefty Alan Hale does a vaudeville skit; dramatic actress Bette Davis wows 'em with her rendition of "They're either Too Young or Too Old." It's full of such surprises and is amusing entertainment.

"BEHIND THE RISING SUN" (Tivoli)

A film showing authentic Jap atrocities would be welcome, but this job with its melodramatic plot and sadistic fiction is artificial. The shots of the militarized education of the Jap at home and his horrible treatment of victims abroad are worthwhile. It is in a long gruesome fight between a Jap wrestler and an American boxer, and in the closing shot in which a Jap commits hari-kiri, that the pic descends to unreal and tiresome sadism.

ON THE AIR

- Wed., Dec. 8.—Greetings from Home. Forces, 1.15 p.m. Brush up Your Empire. Forces, 9.25 p.m. Thurs., Dec. 9.—Canadian News Round-up. Forces, 9.55 p.m. Fri., Dec. 10.—To-night's Talk. Home, 9.20 p.m. Sat., Dec. 11.—RCAF Overseas Band. Home and Forces, 9.00 a.m. Sun., Dec. 12.—Ice Hockey. Foster Hewitt. Forces, 2.15 p.m. Johnny Canuck's Revue. Forces, 2.30 p.m. Mon., Dec. 13.—Canadian Calendar. Forces, 6.30 p.m.

FRESH and Fantasy

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★ BARBARA STANWYCK
★ EDWARD G. ROBINSON
★ BETTY FIELD
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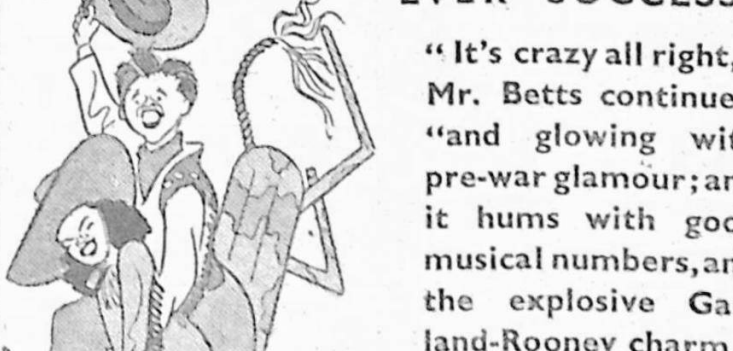


ENTERTAINMENT GUIDE

Table with columns for Theatre, Time, and Show Name. Includes venues like Hippodrome, Palladium, Prince of Wales, Princes, Saville, Savoy, Strand, Windmill, Revueville, Dominion, Empire, Gaumont, and Warner.

"THIS HIGHLY COMBUSTIBLE TEAM" (Ernest Betts, Daily & Sunday Express)

HAS SET THE WEST END ABLAZE WITH ITS GREATEST-EVER SUCCESS!



"It's crazy all right," Mr. Betts continues, "and glowing with pre-war glamour; and it hums with good musical numbers, and the explosive Garland-Rooney charm." Mickey ROONEY and Judy GARLAND in "GIRL CRAZY" with TOMMY DORSEY AND HIS ORCHESTRA, Etc., Etc. 2nd WEEK. EMPIRE LEIC SQ.