

All Good Wishes for the Coming Year

WINGS

THE OFFICIAL



ABROAD

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RED INDIANS SHOOT DOWN SIX NAZI KITES

F/O ANDY MACKENZIE ACCOUNTS FOR THREE

Dornier 217, Ju.88 Fall to McNair's Wing In Diversionary Sweep Over Belgian Capital

WOLF PILOTS BAG STUKA FOLLOWING DAY

EIGHT German aircraft were brought down, four damaged, Monday before last by two RCAF Spitfire wings, under W/Cs R. W. "Buck" McNair, D.F.C., with two Bars, North Battleford, Sask., and Hugh Godefroy, D.F.C. and Bar, Toronto. It was the biggest bag for Canadian fighters since November 3.

Hottest unit of the day was S/L Jimmy Lambert's Red Indian squadron. They shot down six and damaged three over Lille, in France. McNair's wing accounted for two Jerries—a Ju.88 and a Dornier 217. The 88 fell to F/L D. Cameron, the Do. was shared between F/O D. Givens, Montreal, and F/O L. A. Dunne, Toronto.

Describing the encounter, which took place over Brussels, Givens said: "I opened fire from about 300 yards and closed to within 100. I saw strikes along the port side and watched part of the tail unit blow off. The port engine began to smoke, and as the aircraft started to lose height Dunne attacked and set the smoking engine on fire. The aircraft went into a spiral dive and I saw three parachutes open out below."

Mackenzie Got Three

High scorer for the day was F/O Andy MacKenzie, Montreal, 32 years old and a former flying instructor, who destroyed two F.W.s and an Me.109. It was the second time in 35 sweeps that MacKenzie had engaged the enemy. Another of Lambert's men, F/L Karl Linton, Plaster Rock, N.B., damaged three F.W.s. F/O Bob Pentland of the Wolf squadron damaged another F.W.190. The other three victims were shot down by S/L Lambert, F/L Ed Gimble, D.F.C., Chicago, and F/O Tommy De Courcy.

"This was the real thing," said MacKenzie. "The first bag I made (an F.W., on his 28th trip) I couldn't see any hits, but to-day it was just like in the movies: red strikes along the cockpit, puffs of smoke and stuff, bits and

pieces flying off. I followed the first guy down through cloud taking pictures. When I came out I saw a lonely Me. sitting in front of me. I was turning fast, gave him a short burst, and scored strikes on the cockpit."

MacKenzie got his second F.W. when he struck a couple of German fighters on his tail, and parked behind two more that were chasing F/L Gimble. The Nazis were flying in formation, which made for a good target, so he closed in to the nearest one, eased his nose down and let fly at 100 yards range. Meanwhile Gimble had done a flick roll and dived so that his pursuer overshoot. The Chicago pilot then came right back on his tail and poured it into the German.

Sir Archibald Sinclair, Secretary for Air, wired his personal congratulations to the Red Indian squadron on their day's work.

Wolfmen Get Ju.87

Tuesday before last two Wolf Squadron pilots, F/O John Hodgson, Calgary, and F/O Bill Meyers, Windsor, Ont., knocked down a Stuka dive-bomber over Perone airfield.

The dive-bomber was first seen flying low—apparently going to land or just taking off—by P/O Claude Weaver, D.F.M., Oklahoma City, who, with P/O W. McGarrigle, Port Alberni, B.C., fired short bursts to persuade the Nazi pilot into remaining airborne.

Hodgson then attacked, Meyers following through. Both saw strikes on cockpit and engine. "The second time I hit him I could see bits of aircraft fly off," said Meyers. "He took marvelous evasive action, but after our second blast he crashed."

RCAF FLYERS BOMB ENEMY SHIP CONVOY

One Strike, One Probable In Channel Attack On Merchantmen

A brilliant flash which lighted up the French channel coast, and could be seen from Dover, marked a successful dual attack by two members of an RCAF Coastal Command squadron on a convoy of enemy merchant ships.

The two—F/O D. C. Thomson, Fort Assiniboine, Sask., and F/O Allan H. Bartlett, Montreal—swooped on the convoy last week, scored a probable, flew back to base, reloaded, took off again, and left another merchantman sinking.

It was their first encounter with the enemy since joining the squadron. Actually it was not their turn to fly patrol that night, but Bartlett and Thomson, navigator and pilot respectively, had relieved another crew so they could attend the squadron's Christmas party the following night.

Thomson told how they had taken off in fair weather, and were stooping along over the Channel when suddenly, over the tip of the port wing, he noticed seven short lines in the water. He checked with Bartlett, and the pair agreed it must be the wake of slow-moving enemy ships. At 2,000 feet he dived on the convoy and pulled out steeply as the bombs went down. So swift was the attack that only one gunner fired on them. Bartlett watched the bombs fall, heard the thud, saw the glow over the sea. One of the missiles had fallen within 25 feet of a ship and probably stove her side in.

After filling their racks again Bartlett and Thomson set out on the trail of the same convoy, and sighted six stubby white streaks on the surface.

Said Bartlett "We circled over to get a good look at them. Again we dived, but this time they were ready. All hell broke loose. But we released our bombs on the target and suddenly there was a blinding flash. We had struck the first or second ship. There was no mistaking that we had nailed her properly."

CLOSE CALL AS TIRE EXPLODES

Just about 30 seconds separated five Canadian members of the crew of a Halifax bomber from almost sure death, and extensive damage to the station when "V for Vic" from the Lion Squadron of RCAF Bomber Group burst a tire just after it had left the deck to take part in a raid against Frankfurt.

Loaded with T.N.T. and piloted by F/S A. J. King, of Toronto, the heavy had just left the ground when the tire exploded on the port side.

"I had a suspicion that the tire had blown, and told the other members of the crew," said F/S King.

The plane continued on to the target, bombed it successfully, but picked up more trouble when the starboard engine cut as the plane was crossing the enemy coast on the return trip.

"Luckily the engine which cut out was on the opposite side to the burst tire, which kept the kite on an even keel," said the pilot, after he had safely set the plane down without injury to the crew.

The other Canadians in the crew who were making their first operational sortie, were P/O W. A. Wilson, Vancouver; Sgt. N. W. Baily, Arthur, Ont.; Sgt. S. K. Vallieres, Nitro, Que.; Sgt. D. N. Cotton, Winnipeg; It was F/S King's fourth trip to Germany.



Air Marshal L. S. Breadner, C.B., D.S.C., new Air Officer Commanding-in-Chief, RCAF Overseas, bids good-bye to retiring Air Marshal Harold Edwards, C.B., who in the above picture is chatting with Air Vice-Marshal W. A. Curtis, C.B.E., D.S.C. (Official RCAF Photograph.)

FRANKFURT AND BERLIN GET PRE-HOLIDAY RAIDS

RCAF Units Join Canadians With the RAF for Earlier Prang

The bombers made two major night runs over Germany in the week before Christmas, hammering Frankfurt on the Monday and piling more havoc on Berlin later in the week.

"RCAF Bomber Group joined the Canucks with the RAF in the Frankfurt attack and the result was reported as devastating. "Terrific explosions" and "fierce fires" highlighted the raid on the city.

It was the RAF squadrons, with their complement of Canadian fliers, who carried the ball in the most recent attack on the Reich capital.

Frankfurt

Last week's night raid on Frankfurt was the 41st for W/C W. H. Swetman, D.F.C., Kapuskasing, Ont., leader of the Thunderbird squadron, who reported that the attack appeared to be very effective.

Leading the Bison squadron was W/C J. D. Pattison, D.F.C., Toronto. Other squadrons of Canadian Bomber Group out on the raid included Leaside, Lion, Goose, Bluenose, Iroquois and Moose unit.

"The fires in the target area were apparently fierce," said F/O R. L. Boe, Manville, Ont., a Moose Squadron pilot. "We could see the fires burning over Frankfurt from this side of the Ruhr. An hour after coming out we could still see the flashes of the bombs exploding."

Defences were heavy. F/O Al Tutton, Brantford, Ont., making his 30th trip as an engineer, says, "I've been over Berlin three times, but have never seen so many searchlights as on this trip. They stretched out from Frankfurt to Mannheim."

A German night-bomber missed in its attempt to shoot down the bomber skippered by F/S Charles Fisher, Watrous, Sask. "We were just levelling out on our bombing run when a shell burst right behind the navigator," he said. "We had seen the fighter before, but I thought we had shaken him off."

A "terrific" orange and red explosion burst through the clouds to a height of 2,000 or 3,000 feet with the glare lasting for 20 seconds as the RAF Lancaster navigated by F/S W. M. Munro, Cando, Sask., approached the target. "A lot

LOGICAL FELLOW

Directing flying traffic at the station from which the Thunderbird and Goose squadrons operate, F/L Alan Davidson, Toronto, kept his fingers crossed as he watched a rookie pilot bringing a Lanc in on what was apparently destined to be a rosy landing.

The bomber smacked the runway about half-way downstream, bounced 75 feet into the air, hopped over ditches and gullies, cleared a highway and soared over telephone and telegraph wires to plop into a newly ploughed field.

The skipper flicked on the R.T. and called control. "Am clear of airdrome. What the hell do I do now?"

of chemicals that will never be of any use to Hitler must have gone up in that burst," said Munro.

Berlin Was "Easy"

Some of the boys who helped prang Berlin reported that the defence was light. "It was the easiest trip yet," commented F/S G. S. Milne, Edmonton, who pilots an RAF Lanc. "There was comparatively little fighter activity, and we had no difficulty getting through the few searchlights that were on."

F/S S. J. Halversen, Vancouver, saw two German night-fighters during the trip. "Neither was close enough to bother us," he says, "and we didn't see any signs of combat over the target. Even the flak was comparatively ineffective. It is doubtful if there were more than two streams of tracers visible at one time over the whole Berlin area."

"We may have caught the Jerries napping," says F/O R. T. Martins, bomb-aimer, Winnipeg. "But whatever the reason it was a very quiet trip, not at all up to the regular Berlin standard."

Other Canadian personnel in the attack included F/O W. A. Healey, Parry Sound, Ont.; Sgt. H. K. Nelson, Vernon, B.C.; F/S R. A. Sterbakken, Loughheed, Alta.; Sgt. E. R. Caldwell, Edmonton, and W/O D. C. Frowse, Taber, Alta.

RCAF AIRMAIL SERVICE NOW IN OPERATION

Two Flying Forts Arrive With First Shipment From Canada

PROCEED TO EAST

THE new airmail service operated by the RCAF came into being last week when two Flying Fortresses touched down in the U.K. with eleven hundred pounds of mail for Canada's armed services. Some of this was earmarked for the British Isles, some for the Middle East and other theatres of war, wherever Canadians are serving.

This service is being operated by the RCAF in conjunction with the Canadian Postal Corps and the Royal Canadian Navy. The service is a branching out of the RCAF's Air Transport Command directed by W/C Z. L. Leigh. A fleet of six Fortresses will make up the new squadron R. B. Middleton, D.F.C.

Wing-Commanders Leigh and Middleton made the initial flight with the aircraft and were greeted at the airfield by G/C E. J. Underwood, Director, Postal Services for Canada's armed force; W/C G. S. McDougall, RCAF liaison officer, RAF Transport Command; and Lieut-Col. G. H. Lawrence, officer commanding Canadian Overseas Postal Depot.

Speeds Delivery

"Inauguration of this service will cut weeks of the time schedule for mail going to the various theatres of war," said G/C Underwood. "It means that we will be able to lay mail down, say in Algiers, within a day of its arrival here from Canada."

In Britain 1400 pounds of mail awaited the Fortresses for shipment to the East. It made the Christmas delivery.

The service will be run on a set schedule, aircraft making regular trips from west to east and east to west.

Speaking of the assistance given by the RAE Transport Command, W/C Leigh said, "All their experience and knowledge was at our disposal."

Picked crews, all RCAF personnel, make up the squadron. Honour of being the first to land went to the Fortress skippered by F/L C. R. Knowles, Oshawa. Crew members were: F/O J. Berton, D.F.M., Billings, Montana, co-pilot; F/L K. W. Hampson, Starbuck, Man., navigator; F/O E. A. Alliston, Toronto, radio operator; and Cpl. W. B. Hugh, Winnipeg, flight engineer.

Members of the crew of the second aircraft were: F/L B. G. Smith, Needles, Calif., pilot; P/O E. M. Rosenbaum, Winnipeg, co-pilot; F/O B. LeBlanc, navigator; F/O C. A. Dickson, Edmonton, radio operator; F/O J. F. Irvine, Ottawa and Wetaskiwin, Alta., flight engineer.

LAST-MINUTE NEWS

BREAK UP HUN FORMATION

City of Windsor squadron pilots in Italy intercepted 30 German fighters and fighter-bombers, forced them to jettison bombs on their own troops, shot down one FW190, got one probable, damaged a third, F/O Garth Horricks, D.F.M., Toronto, bagged the first after a ten-mile chase. Forced to bale out himself afterward, he was picked up by New Zealand troops. The other two were winged by F/O Dick Little, Winnipeg, who fought the enemy until his controls were shot away. He force-landed behind Allied lines.



F/O Andy MacKenzie in his good kite "Skylark" had himself a day recently. He knocked off three Jerries. Pictured above are MacKenzie and the "Skylark," both the property of the Red Indian Squadron.

(Official RCAF Photograph.)

"THINGS ARE GOOD"

(says PRO)

YES, things are good at the happy RCAF station commanded by G/C F. A. Sampson, former C.O. of Uplands, back in good old Canada. "Things Are Good" was the title of our recent All Station Talent Variety Show, which played to capacity houses on the evenings of December 17 and 18.

F/L Art Carveth opened the show as "Hank The Yank" with a running commentary on London life, medals, and a couple of verses of "Yankee Doodle Dandee." The show moved smoothly into "Waltzing Thru the Clouds," a little number handled vocally by Joan Aldous, with the dance routine by Sid Jensen and Pat Blackett.

We have a special bouquet for Molly Wilson, our little blonde soprano. Molly really stopped the show with her singing of "Tis the Day" and "Holy City." Then Sheila Penny gave her impressions of a young lady in distress, with Irish, Cockney, Scots and French accents, much to the delight of all the Kellys, MacDougalls, and Archambaults present.

Cliff Briggs, our genial M.C., certainly is a candidate for the highest honours. Besides handling the announcing job well, he appeared in various costumes and acts. His imitation of a well-known type of canteen worker was terrific.

Yea, Man

The program took on a serious view when the "Village Vicar" appeared, though it was our Fred Hall in one of his versatile acts. The "Vicar" proceeded to read "the Lesson," quotations being: "The high man did look from out the enameled and spake, 'Lo and behold, be it clear view across the runways yea, even to the hills on the other side thereof, therefore shall we fly. Therefore did he turn to the chief of the family of Wincos and say, 'Remove the covers from thy kites, rouse thy ACs from their knees, and awake from the Mess they that ride on the wings, for there is sunshine on the top of the cliff, neither is there wind nor snow nor rain.'" When the audience had restrained their mirth, F/L Hall returned to sing for us in his fine baritone voice.

Miss Peggy Bell and Mr. Jack Dyer, in the duet "Paradise for Two," held the audience at attention, a well-chosen song aptly handled by the artists. Serving as accompanist to many of the singers was LAC Bernard Smith, who also gave us a piano solo, "The Warsaw Concerto." Bernard is a favourite of ours.

The second half was a topflight performance by Eddie Harper "and the Boys." The band was in great form as Eddie swung from the accordion to clarinet, drums and back to his old love, the piano. The boys gave out with "Stage Door Canteen" and "This Is the Army." Joan Aldous handling the vocals with her usual skill. Drummer Chris, Mac Fiddler, Billy and his clarinet, and Jack of tenor sax fame, were all right in the mood. "The Sheik of Araby," "Cup of Tea," and "Moon Glow," were just a few of their many well-pleased numbers.

This Halifax Came Back From Leipzig



This Halifax was flown back from Leipzig by F/S John "Sharpy" Keene, Orona, Ont., with one propeller useless. Sgt. Bill Kunkel (left), of Cargill, Ont., the mid-upper gunner, and Sgt. Glen Rice, New Toronto tail-gunner, examine holes in the wings.

(Official RCAF Photograph)



WITH travelling restrictions in full force, and Christmas just as merry in other parts of the country as in London, things were quiet around town during the past week-end. Some of the lads were stranded in the big city over the holidays.

Among those enjoying a London Christmas are Sgt. Jack Sanders, Winnipeg, and Sgt. Arnie Welch, Belleville, Ont. The boys are gunners in the same crew, Jack tossing lead from the rear of the kite and Arnie from amidships.

The boys haven't been on an op. yet. They finished O.T.U. only a short while ago and have been posted to a RAF squadron. The crew is made up of sergeants. Two other Canucks are in the outfit, Sgt. Sandy Barr, London, Ont., the skipper, and Sgt. Tom Healy, New Westminster, B.C. Tom aims bombs.

On Amerk Libs.

Another lad in for Christmas was W/O Stan Murdock, Vancouver. He has been working on American Liberators for the past little while. He had with him a British Buddy, F/S Noel Thomas, Esher, Surrey. Sgt. Lloyd Taggart, Kelowna, B.C., has just converted from Wimples to Lancs, and is ready to go on a few business tours over the Reich. On the same crew with him are Sgt. Art Day, Consort, Alta., the rear-gunner, and navigator F/O Len Stewart, Toronto.

Two lads who are just going into an O.T.U. are Sgt. Ken Linklater, Kincairdine, Ont., and Sgt. Don Hatley, Toronto. Ken is a distant cousin of author Eric Linklater. The boys trained together in Canada at Quebec and Mont Joli. With them at the Beaver Club recently was LAC Claude Dingwell, Sydney, N.S., a rigger.

Finished with ops, at last for a time, F/O Norman Hull, Victoria, B.C., is spending his time teaching the boys how to get around in a Mossy. He is the only Canadian instructor at this particular unit.

Merry Corporals

Yes, it was a hard Christmas. Barging into the WINGS ABROAD office as late as nine in the morning, and still under a full head of steam, were the journal's old friends, Cpl. J. J. O'Neil, Toronto, and Cpl. M. T. J. Stafford, Renfrew, Ont. The boys were making the best of a war-time English Christmas.

With us this week we have an ex-RAF, F/S Blake Toffelemire, Windsor, Ont. Only within the past month has he been posted from a RAF to a RCAF unit. He used to fly Libs. for the RAF. With the RCAF squad he will be on Coastal Wimples. "If I ever get cracking again," says he. Still on the RAF unit is his old crew-mate, W/O Pillon, from Central Ontario way.

Blake admits he likes being with the Canadian unit a little better than flying with the RAF. Although he hasn't done much winging since he transferred.

RECORDS OFFICE

G1 (CAN)

By CPL. DON BRIDGMAN

HERE'S your co-pilot back again trying to fill our "Mem's" shoes. I've a sneaking suspicion that they're those well-known issue ones because it's a darned hard job.

Our little abode has been quite a beehive of activity this past week. Between postings in and out we don't know who is transient personnel or permanent staff.

The typing pool had a double loss this week. LAC Ken Andrews and AC1 Jack "Shamrock" Webster. We also have to bid adieu to our "drafters" by the name of Don Fulljames and "Tiger" Lamothé.

To help fill the gaps three new faces have shown themselves. Vic Smith who hails from the cowpuncher's heaven, Calgary; Red Ellis from Welland in Sunny Southern Ontario and Ian Cruickshank from Longbranch, Ont. While we are on the subject of the typing pool a question popped up about 'Sol Milstein "Where do you go when the sirens blow, Sol?" Cupboards are awful handy!

It only goes to show that the 'Big Town' doesn't agree with our boys. After seven days of supposed leave, Tommie Thompson arrived back only to go straight to the M.O. and at the same time Chuck Cooper came into the office murmuring, "She's wonderful—what a dinner."

The Three Trappers

The three trappers of the statistic trading post, namely Ken "7 come 11" Franklin, Lee Leeder and Clarke "Ritz-Bar" White are now in the midst of one of their biggest deals. It seems there are a pair of opera glasses, a set of golf clubs, a dressing-gown and a box of Smiles and Chuckles mixed up in it somewhere with every one cutting the other down.

One of the luckiest men around here at present is our own "Rennie Goodman." None other than Cpl. Ralph "Tuck-me-In" Dean. What I mean by lucky is that—how would you boys like your bath prepared for you and your bed warmed every night? Gee, we sure wish that we had lovely ladies to look after us.

I'll say so-long till Mem takes his next leave. Before I go I'll just say "Hello" to Cpl. Jack Graham, our pay-manager. He informed me a few days ago that yours truly was a "wee" bit frightened to mention him. What do you think now, Jack?

A2 (CAN)

By LAC A. G. WALLINGTON

AFTER scribing a super edition for the special Christmas issue, this one will have to be short and sweet.

Those enjoying seven days of heaven are Cpl. Norm Clarke, LACs Archie Campbell, George Neil, Marty Starr, Cliff Crawford and W/O Cliff Neill. Norm, George and Marty made that usual header for the Big Town with intentions of painting it a brilliant scarlet. Cliff Neill headed for Birmingham, but will be spending most of his leave at Tewkesbury. The cathedral in Tewkesbury has a magnetic sort of an attraction—mostly by moonlight.

Cpl. Willie Myers has been spending a hectic time arranging for the Christmas party we are giving for the orphans. When the day arrives Willie will be too worn out to attend. Sgt. Cliff Doughty got a kick out of extracting dough for the party from the fellows.

Another to join the most esteemed ranks of the corporals is Norm Clarke. Norm doesn't know it yet as he is on leave, but from hence he shall be known as Cpl. Clarke. Cpl. Gord "Freckles" Hornstein will have to depend on his seniority now.

"Rags" Sashayed In

Records Office was enlivened this week-end by the visit of one of our old hands, F/L "Rags" Eggertson, now officer commanding No. 4 District Headquarters, paid a visit to see his old haunts. F/L Russ Davey's stock of Christmas "Kickapoo Juice" was sadly depleted when "Rags" left. We hope you weren't disappointed, "Rags."

This week we saw LACs Al Conliffe and George Charles pull up their stakes and head out for new and bigger stamping grounds. We hope that your new jobs are okay and that you like the locations.

After a very short stay with us, LAC Geo Prew has gone into hospital for another stretch. Seems that Geo just can't keep away from the Sawbones' clutches. Maybe he likes the blonde nursing orderly the hospital is sporting these days.

LAC Jim McKenzie would like it known that he enjoys travelling on the trains here. He claims that the variety of feminine companions makes it all worth while. In his travels in Scotland last week Jim claims to have met one from every Service in England.



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THUNDER FLASHES

By TED HOUSTON

NOW fully operational, Larry Moyses's Y.M.C.A. centre is quite the rendezvous. Officially opened by the station commander, it is what one might call a palatial "hang out." The lounge is amply supplied with reading material, writing facilities and plenty of comfortable chairs. Larry has supplied a few added attractions in his office, too. This spot should prove a real boon for the long winter nights.

Don't look now, but those three halos belong to the heads of "Willie" Wilson, Jake Newcombe and Sam Sambrook. All three are now confirmed church-goers. Sammy promises that Jack Doyle will be the next to fall in line.

"Beanhead" Again

Congrats. to S/L Kneale, our new flight commander. Tommy's deputy flight commander is F/L Les "Beanhead" (Reg. Hunt's personality will keep cropping up) McCaig, D.F.C. Now supporting two rings as well is F/L Joe Logan.

Just back from a liaison visit is F/L Mark Roach, D.F.M. Numerous aspiring types will now be all "genned" up.

Still more commissions. P/Os Hurley, Wilson, Limmer, Garriock, Orr, Hammel, Birnie, Richards and Proudlock have earned well-deserved promotions. P/O Jerry Limmer is P/O Griffin's rear-gunner. "Willie" Wilson, the Moose Jaw "Buck," and Hal Hurley, Kingston Lions Club's gift to the RCAF, fly as bomb-aimer and mid-upper-gunner with P/O "Shuff" Archibald, when he is not otherwise engaged. "Ace" Garriock and Ron Richards call Al Davies skipper. P/O Ken Hammel, a Port Colborne type, is the "gen" man of Spafford's gang. Also navigators for McCaig, D.F.C., and F/L Logan are P/Os Orr and Birnie, whilst P/O Proudlock drops 'em for W/O Olson.

A short while ago, W/C Swetman, D.F.C., visited Buckingham Palace to attend a party for Dominion's personnel. The Wingo reports meeting with a bang-on time generally. Back with us after a week's leave is our adj., F/L McCartney. May we take this opportunity on behalf of all the boys of this squadron to say Season's Greetings to all their friends.

WEST AFRICA

By "BUGS" DORSEY

FOR a long while the boys hereabouts were puzzled at the coolness with which they were received by the native glamour gals. Now it can be told that it's all due to our being without Sgt. Bill Rutherford, currently in dock with malaria. Bill had it pretty bad for a while but he's coming around now. And what's more, nobody begrudges you that week's sick leave, brother. For our money you can have an absolute monopoly on the phrase "get some malaria hours in."

What with all the preparations being made for Christmas, it promises to be a fair do. There are lots of chickens and ducks to be fattened up around the camp though it wouldn't surprise us a bit if we were the ones to gain weight. Hope the catering officer doesn't see this or he'll probably mount a guard.

"Fabulous" McDaniel

Ross McDaniel is rather worried these days. It seems the billets have no chimneys and Ross is wondering how Santa will get in. Sgt. Basset-Spiers gets such a bang out of his own female impersonations that he's decided to play Mrs. Santa Claus or Kristina Kringle. He was last heard making inquiries about whether that good woman wears whiskers like her spouse. Bob Cummings, who thinks Christmas just isn't Christmas without a tree, is in the market for a good small palm, while yours truly is busy collecting tinfoil for decorations. By the way, Bob, playing "White Christmas" on the gramophone is really rubbing it in.

The Dhoibie boys are getting a mess of palm wine ready for the big day and it begins to look as if every man on the station will be getting a bath in the stuff. Bill Rutherford plans to make up for that long dry spell in the hospital by playing bartender.

THE MAIL BAG

By "THE THREE HOUSE-KEEPERS"

TRANSPORT difficulties plus the impending arrival of his wife have almost driven Cpl. Simpson off the straight and narrow.

The usual trek to Manchester was headed by W/O1 Shadbolt and closely followed by Sgt. McLennan.

F/S Meads has signed Cpl. "Tiny" McKnight as trainer and accepted Sgt. Gagnon's challenge to a "wrestle" at the next N.C.O.'s meeting at the local.

F/O King Scott has been so busy of late checking on his Christmas mail that his daily conferences and pep talks have been forgotten.

Congrats. to the two new additions of the duty N.C.O. roster, Cpls. Fisher and Wylie, and to Sgt. Ferguson who proudly displays his third.

Sgt. "Romeo" Harvey has instituted a Wid sewing class. George must still wear the pants in the family, or why were they turned into the sewing class for special attention.

An absence of burning rope has been noted: could it be that S/L Whitehead is smoking better cigars?

According to Cpl. Hornseth the big dance at Aldershot proved a howling success. If more proof is needed we suggest checking the next morning's sick list.

Welcome to Sgt. Wheeler, who has returned overseas for a second "tour."

Stop press! Cp. Simpson's wife has arrived safely; and so have better days for him!

A WHIZ OF A QUIZ

By LAC HORSELY

ALWAYS something new going around here. For instance there was the quiz contest in the recreation hall on the evening of the 16th; the guest contestants were representatives of the Royal Navy.

Led by 3rd Officer N. H. Show of Halifax, Northumberland, the contesting party was made up of P/O E. Farmer, Horsham, Sussex; P/O I. Eastwood, London; Wren L. Wells, Luton, Beds; Wren C. Thayer, London; Wren S. Schofield, Sheffield, Yorks; Wren S. Kitchen, York, Yorks.

M.C. was F/O Ingleson, of the W.D.s, who capably piloted the contestants to the microphone, putting the questions to them in a professional manner.

The W.D. team was made up by LAW Sutcliffe, LAW Davidson, LAW Robertson, LACW Dumont, LACW Stillard, AE2 O'Neil.

Different individuals were asked why they had joined the service, and the answers were somewhat surprising. LACW Stillard says he enlisted only because she had no more clothing coupons.

Refreshments were served in the NAAFI and all in all, a good time was had by contestants and audience alike.

Not to be outdone by Overseas Headquarters, we too have our Glee Club. Organised in October of this year, the members have been enthusiastic to present a choir that will be recognised as one of the best. Holding regular practices every week, they are fast improving, and are to be highly commended on their efforts.

We'll give you the names of the members, and they are not all Canadians and English, for we have a representative of Belgium in the person of LACW Dumont. The coach and leader is S/L Brittan, the pianist F/L Izzard. Forming the quartet are S/L Brown, RAF, LAC R. MacDonald, AW1 B. Chapelle, and AW2 A. Neil.

To complete it we have S/L Ashlin, S/L Fearnside, S/L Trites, S/O Chapman, A/S/O Kendall, A/S/O Douglas, F/O G. R. Read, Cpl. G. Crow, Cpl. H. R. Bert, LAC Mallindine, LAC Watt, LAW E. Morris, LAW R. Robertson, LAW R. M. Rumball, LAW J. E. Herrington; LAW N. Lee; AW B. Farr; LAW McColl, LAW J. Conrad, AW1 Lewis, ACW Francis, AW2 J. Pearce, AW2 F. "Mac" Luckie, and AW2s Clement and Smith.

When things get your goat—



ATTENTION, HENNIKER!

TEA REVIVES YOU

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WITH THE RADIO MECHS.

CANADIAN composer and modern piano stylist, F/O Bernard Yuffy, Windsor, Ont., radio mech, came down to RCAF Overseas Headquarters last week to make a series of recordings and help out with the RCAF Christmas broadcasts.

It's the first time Bernie has had a chance to use his musical talents officially for the RCAF, although hundreds of radio lads used to hear him on station shows back in Canada.

At one time Bernie had his own orchestra back in Windsor. He then went with the C.B.C. as an arranger and composer. He has done many top-flight radio shows for the Canadian network and the Mutual system in the U.S.A.

One of Yuffy's latest numbers was recently featured by B.B.C. comedienne Polly Ward. In England he collaborates with former English footballer Howard "Boogie" Barns.

Bernie got his start when he won a Paul Whiteman award. His encouragement was the springboard that made me want to make a place in the music world.

"Popular music in the symphonic style," is the form he uses to describe his particular brand of orchestration and piano arrangements. "I like jazz and classics equally well." He would like to see popular music more melodic and less of the "three little fishes" style.

Commissioned as a radio mech, Yuffy came overseas almost a year ago. He has been on the same radio station all the time he has been working on this side of the ocean. He is in charge of a small technical group.

Jarvis And Co.

Bringing news of more Canadians in the outlying regions of these islands is LAC Gerry Jarvis, London, Ont., radio mech. Gerry took his radio course at the University of Toronto, has two brothers in the Armed Forces, one a radio officer with the RCAF in India, the other a Colonel with the Canadian Army overseas.

Stationed with Gerry are: George Boak, Amherst, N.B.; "Esty" Estabrooks, also from the east; Murray LaFantis, North Bay, Ont.; "Mike" Gault, a British Columbia lad; the two Kings, Chuck and Jerry. Chuck hails from Windsor, Ont., Jerry from Ottawa. They are not related.

Other characters in that particular area include: Doug Fennel, Yudel Kyler, Toronto, and Johnny Mullin, from Northern Ontario.

The tourist rolling along the Alaska Highway on fat rubber tyres with gasoline to burn will be able to put up for the night at a cosy cabin nestling in a clump of evergreens, if LAC Ron Cooper, Vancouver, has his way. In the long evenings on their South Coast station, Cooper and LAC Bob Jones, Victoria, B.C., have been doing a bit of post-war planning, and radio just doesn't fit into their rosy pattern for the future. Now with a Polish Wellington squadron of Coastal Command, Cooper "knocked about the west" before joining up, earning his roast and mash by odd jobs of clerking. After the shooting is over he counts on heading north to "clean up."

Fellow bashers on the squadron are LAC Jack Connell, Vancouver, LAC John Smith, Toronto, and LAC Kendall.

Signal-officers - (Radio)-to-be who are now training at an RAF-OCU include Officer Cadets "Slim" Simmonds, Vancouver, a veteran of

over three years' service in the electron-bashing trade in England; Bob Smith, Regina, from the first course at University of Toronto; Cliff Whittington, Hamilton, also ex-U. of T.; Tommy Foster, Winnipeg, also a veteran of days before courses in Canada; Dave Scollard and Derry Dwyer, Toronto, from U. of T. courses; and Bruce Underwood, Kitchener, from the first course at U.N.B. Others who will soon join them are W/O Stan Higgins, Toronto; Cpls. Bill Thompson, Toronto, and Frank Wise, St. Catharines, both off the Toronto first course, and LAC "Tass" Russel, Saskatchewan.

THE GRIZZLY B'AR

By P/O WOODY HOGG

WITHOUT getting into trouble with the Met. Wallahs I guess we can safely say that we had a lovely snow storm not so long ago, and a few fine flights resulted.

Briefing was carried out soon after dawn, and S/L Keefer's boys, rendezvoused with S/L Ormston's Bow and Arrow Gang to carry out a concentrated attack on the hideout of S/L Jeep Neale's Catapult Kids. Starting out with a brilliant pyrotechnic display, the attacking forces advanced under cover of a heavy snow storm. Armed with a goodly supply of H.E. Snow Bombs they drove the enemy from his stronghold into the open country. There fast scout cars under the command of F/O Art Tooley had little difficulty in wiping up the slight enemy opposition.

The attacking forces retired to refuel, re-arm and re-brief. The second attack was carried out a half hour later and was more concentrated than the first and the enemy was completely demoralized. Direct hits were seen on the north-west corner of F/O Bill Cummings and in all the vital dispersal areas. Later slight counter attacks were launched by the enemy, but were repulsed without casualty or damage to our forces.

The third attack was carried out with great daring and originality. A small band of Commandos under the able field generalship of F/Lt George Beurling, D.S.O., etc., made their way right into the enemy's stronghold and dispersed the entire force, including the garrison's commanding officer, who, up to that time, had been bravely directing his troops from a well concealed position under a table in his office.

The defending forces rallied and launched a strong counter-attack, but were beaten off with little difficulty. Prisoners were taken by both sides, but were exchanged when the Catapult Kids asked for an armistice, and surrendered unconditionally. They are concocting some nefarious plans for counter-attacks, our intelligence reports, but they can be assured of a fine welcome if they are so foolish as to try.

A welcome visit was paid by LACs "Ropey" Yates and Woody Woods who left our fold a month ago to remuster to Flight Engineers. Good show, and congratulations to both.

Cpl. Red Hillen, that busy type, is really busy these days raising a stash. It seems to be sapping his strength quite a bit, and he doesn't seem to be able to devote all his time to his job. (What job?)

Congratulations to Sid Mills on getting a FW190 recently, and taking over command of B flight on the same day.

ERKS GET BANG IF KITE SCORES

When a crew comes back from an op. to report a top-flight prancing or claim a Jerry kite, the crew room and the messes aren't the only places where the action is mulled over. In the billets and in the section the ground crews are interested. The boys who bombed up and fuelled the aircraft, the aero-engine mechanics, the riggers and fitters, all take pride in "their" kite when it takes its part in an important action.

Typical was the time when F/L R. Kipp, Kamloops, B.C. and F/O J. Johnson, Omamee, Ont., shot down a Heinkel medium bomber and so badly damaged another that it seemed certain it would be destroyed on landing, if it was able to land.

"Happy? Well, I'll say we are," said LAC T. MacKintosh, Vancouver, an armourer, who had the guns on F/O Johnson's aircraft under his care. "When they come back and tell us that they've knocked down a Jerry it gives us a lot of satisfaction."

"You can say that again," added LAC J. Yuzyk, Kamsack, Sask., the armourer who worked on Kipp's aircraft.

Another Vancouverite, Cpl. C. W. Johnstone, was the fitter who worked on F/O Johnson's Mosquito. He said, "The Johnstones sure teamed up on that play."

Says Cpl. J. A. Williams, Dauphin, Man., an air-frame mechanic for Johnston's plane, "There's always a bit of friendly ribbing when one crew's aircraft is successful."

Some of the other lads who worked on the two kites are LAC K. D. Hunter, Govan, Sask.; LAC C. Desjardins, Montreal; LAC W. Westbrook, New Westminster, B.C.

The commanding officer of the squadron, W/C Paul Y. Davoud, D.F.C., Kingston, Ont., says, in paying tribute to ground crews, "They've earned every tribute it is possible to pay them."

INTRUDER ANTICS

By COUSIN AMBROSE, Pinch Hittin' for Goldy

SHUCKS, FELLOWS, Cousin Scandal Sheet Goldy wants me to pinch hit for him. He's tole me a derved lot about youse fellows like "Tanglefoot Linnel" or "Shootin' - hootin' - tootin' Kenworthy."

He tells me all about this 'ere squadron where youse work like dawgs from sunrise to sunset, and he says there's moonshine doings down yonder by the shaky-do.

This cousin of mine, on me uncle's side, says how in the mornin' the big shots mosy on down with yer irons to the Sally Ann for beverage. Is the feudin' still on even though Mountain Boy protects the cash counter?

I hear tell how the boys hold meetin's every now and then at Elmer's and you all discuss big things down there. Cousin Nate says how you have the situation well in hand. Well, that's what comes from keepin' abreast of the times. Yes, life's a series of ups and downs for the likes of us.

In days of war I get mighty depressed. Here we have eggs seven times a week, cigarettes and turkey, and you down on the squadron eat brussels sprouts and sausages—Hot dog! And gals.

My, oh my, I'm aimin' to have Grandpa Snuzy's form and get me some Service life. Yes, really find me some adventures... down Piccadilly. Cousin Nate says how the cats stroll up and down the circus, and wolves around there. In a civilised country, too.

What's this flirtin' the dog Cousin Goldy writes about. We have our coyotes out here, too... but then our mummies keep the girls in after three in the mornin'. Oh, yes, we've havin' a Sadie Hawkins yonder in Trilby Creek, but it ain't no race—it's a chase.

Mom says that'll lead to no good. But I don't fear, 'cos Ella, that my third girl, says Ise a devil. Yahoo... I like this prowlin' along. The sheriff came over here a spell ago to visit one of our neighbours and they gets to snortin with them rifles. Yes, a fine mess 'twas and I'm dood up fine in a tenn-gallon hat. Only my vest has a tear in it way between the two pockets left side.

I'm going to close now, fellows. But what's this Cousin Goldy writes that Wally owes him two bits and he's doin' fire picket. I didn't know yuh has glass-houses... we use ours for greens. Yes, and when you all get back we'll get lit up when the lights go on again.

BANKS AND STOYKO

Sgt. Rod Banks, Flesherton, and Sgt. Mike Stoyko, Winnipeg, have wound up a session at O.T.U.



Bernie Yuffy checks the score of one of his black and white numbers for the RCAF Christmas broadcast. (Official RCAF Photograph.)

CREW ROOM CHATTER AT CANADIAN BOMBER GROUP

F/O Harry Holland, Biggar, Sask., can well be called "Junior" by members of the "Bison" Squadron crew he skips. Sgt. "Stew" Matchett, of Belmont, Man., the flight engineer, is 15 years his pilot's senior; F/S "Mac" Price, Brockville, navigator, is senior by 14 years; F/S "Blackie" Lebel, Montreal tail-gunner, is also 34, against his skipper's 20 years.

S/L Phil Weedon, of Paddock-wood, Sask., is the newest member of Group H.Q. staff to win a D.F.C., award of which has just been announced. The 22-year-old pilot recently finished his tour with the "Moose" Squadron, and is now filling an important post at headquarters.

Jinx or no jinx, P/O W. R. "Smitty" Smith, of Toronto, licked a double hoodoo when his "Thunderbird" Squadron Lancaster was first to touch down at home 'drome after a Leipzig trip recently. It was his 13th trip and the aircraft, "A for Able," had twice before had to turn back.

"Cupid's Crew"

W/C C. E. Harris' "Bluenose" Squadron will soon be known as "Cupid's Crew" at the present rate. Among Canadian air crew who have taken unto themselves English lassies as brides are S/L Eric Hockey, of Kentville, N.S.; F/O Jack Ferguson, Regina; and P/O Jack Snelgrove, also of Regina.

P/O Doug Eastham, who, in private life, was a bank accountant in St. John, N.B., got into the tail turret of a "Bison" Squadron Halifax the hard way. As an airdrome control officer, he rose to the rank of flight lieutenant before succeeding in remustering to air crew. Now 35, he is probably the oldest pilot officer in the Group. His skipper, F/O Basil Jackson, D.F.C., of Pidgeon Hill, Mass., is only 20.

The town of Simcoe, Ont., is the latest Canadian municipality to take a bomber squadron under its wing. W/C Bill Newson's "Iroquois" Squadron has been formally adopted by resolution of the municipal council, and the boys are looking forward to a plentiful supply of smokes from the tobacco district's capital.

Husky tail-gunner, Sgt. A. M. E. DeMille, who used to run a trucking route between Langruth and Winnipeg, made a first trip recently in one of the "Goose" Squadron's Lancasters. Leipzig was the target, and while on its bombing run, the big aircraft was hit by a huge chunk of flak, severing DeMille's oxygen lines and the intercom. At 22,000 feet the tail-gunner was subjected to acute discomfort and danger, but despite the struggle to keep from suffocating or choking, he kept a sharp eye out for enemy aircraft and got home safely.

W/C "Bob" Turnbull, D.F.M., of the "Lion" Squadron, has two

BACHELOR ABASHED

P/O G. L. Craig, Fitzroy Harbour, Ont., instructor at an RAF bombing and navigation school, is emphatically a bachelor. So when Craig opened a parcel from home and found it full of fluffy baby clothes there were lots of questions to answer, and a certain P/O had a very red face.

It seems Craig was going on leave some time ago and had wired home for money. His mother received a message that read something like this: "Have baby girl. Please send fifteen pounds." Though slightly shaken, Mrs. Craig did the right thing, resolved that no grandchild of hers should lack for warm clothing.

Right now Craig is hard put to explain, and has enlisted the aid of the station padre to clear his name.

brothers serving in air crew in Great Britain. F/O J. C. Turnbull is a pilot with another bomber squadron, while the other is a navigator.

The "Bison" Squadron commander, W/C "Pat" Pattison, D.F.C., of Toronto, also has a brother flying with the Pathfinders.

Duck Luck

Modern mystery: two months ago the lads of the "Moose" and "Ghost" squadrons purchased 50 ducks, which they hoped would ensure a plentiful supply of breakfast eggs. To date, not one egg has been produced.

Considerably impressed with the way Canadian lads handle four-engined bombers is S/L C. C. Taylor, chief instructor at No. 3 B & G school, Macdonald, Man., who is touring the group. A member of the RCAF since Sept., 1940, he calls West Los Angeles, Cal., his home and is in the United Kingdom, studying tactics and operations.

F/O W. J. Sheppard, who was once an insurance inspector in Montreal, can refute the theory that bomber operations are a young man's game. At 38 he handles the mid-upper turret in a "Ghost" Squadron Halifax. Before remustering to air crew, he was a Link Trainer instructor and a flying control officer in Canada.

Commanding one of the Group's "nameless" squadrons is W/C Clive Sinton, D.F.C., who has the distinction of being an Englishman in the RCAF, was a resident of Bermuda before enlisting.

IROQUOIS SQUADRON GETS TOWN-PARENT

The Iroquois Halifax Squadron, commanded by W/C Bill Newson, D.F.C., Victoria, B.C., has officially been adopted by the town of Simcoe, Ont. Some of the squadron's pilots know the town well, having trained in the vicinity at Hagersville, Brantford, Dunnville and Aylmer. Among the gunners, wireless ops, and bomb-almers there are many who trained at Jarvis and attended dances in Simcoe.

GOT HIS COMMISSION

Latest to put up a flat hat in these parts is P/O Gordon Dean, Toronto. Gord has finished four months at the books and is taking over M.T. duties with the Tactical Air Force. Says Gord, "Now that I'm commissioned, I guess I'll have to keep my hands clean."

Right now the boys are hoping the good people of Simcoe will make good their adoption by keeping them supplied with cigarettes, chocolates and chewing gum.

AIR CREW REJECT I/C MAINTENANCE

If S/L Don Holman's pulse and blood pressure were slightly better behaved he might be pushing a four-engined bomber to Berlin these nights. Instead Don supervises maintenance on the RCAF's Beaver Base commanded by Air Commodore C. M. McEwen, M.C., D.F.C., Montreal, and still itching to get behind the controls.

Holman, whose home is in Toronto, holds a commercial pilot's licence, has logged 500 hours flying time, and is considered an authority on aircraft engines. He studied mechanical engineering at R.M.C., engineering physics and aeronautical engineering at the University of Toronto, and worked summers for De Havilland in Canada and Britain.

An irregularity in blood pressure kept him out of air crew in the RCAF so since 1939 Holman has been combining his technical knowledge with the pilot's point of view, keeping the war planes flying.

GODFREY'S CORNER

By CPL. J. W. TOON

OUR two good friends, Capt. Jack Warner and W/O Lorne Williams, have really got some good entertainment lined up for the festive season. On Christmas Eve we have the honour of having the RCAF band for our dance, and a good time is sure to be had. There will be plenty of liquid refreshments, not saying what, but I understand there will be Coca Cola on hand.

On Christmas Day the old tradition still stands as it has for years, as the officers and senior N.C.O.s have the pleasure of serving the Erks and WAAF's at dinner. This is one day when you can really get back at them, so don't forget to do plenty of moaning. During the afternoon we are also going to have a dance which will be held at the NAAFI, so again there will be some mean leg throwing.

Our good friend Cpl. Cooper, of the M.T. Section, has gone and got himself a posting, and by all information which I have received is due for another promotion, so the fellows here all wish him good luck. One thing: the softball team is sure going to miss you, "Coop," as you could really pitch ball, even though you didn't get a chance to prove yourself here. I noticed the section sure gave you a good send off, as F/L Bell, your boss, and the boys did quite a little arm bending on the occasion.

F/L "Lefty" McDonnell just missed falling through the roof of one of the hangars. While playing rugby with F/O "Hank" Hanton, D.F.C., and F/O "Shorty" Garry the ball was kicked on to the roof, and of course "Lefty" proceeded to retrieve. After tearing the door of the hangar while trying to set a ladder out they found the ladder was too short, so "Lefty" proceeded to climb up at the rear. On reaching the roof he took two steps and to his amazement the roof collapsed. You never heard or saw such a commotion in all your life, what with "Lefty" holering for help and Hanton and Garry trying to help him. After "Lefty" doing a trapeze act for those who stood watching him he reached safety, but not until he had hung there by one arm and a leg for some five minutes. We want to suggest that you put this show on again, so as all those who didn't see it will have the pleasure.

Section News

I understand they had a hc box at Maintenance the other day. F/L Sproule, who is in charge of this section, had some of the Erks cleaning spa plugs, and a small stream smoke was seen to appear from the workshop. Some of the b suffered from the smoke, as t were seen gasping for breath they left the shop.

Cpl. "Colly" Collingwood returned from convalescence home, so the boys are now ting their tea and sandv again, as the "Hash How" again in operation.

How do all the equ bashers rate battle dress? mind those weird Tracey, or should I s Tracey. LAC Feeny, our D.F. recent promotion to t ball for a week, an pretty fair job while di the butter, as some c timers claim they nev much since they have here.

What happened Penny's romance up shire? The boys in wonder why she downer why she take place.

BEGINN

Two other la "graduated" fro are Sgt. Art C Sound, Ont., Walton, Toronto gunner, has ch with the Iroque mid-upper, is s

Please! — fairly take the Biscuit! Weston

Servi of th Apply

PORKY VISIONS O'SEAS SUPER HOCKEY SQUAD

Allan Cup Stars Would Form Dream Team Nucleus

With no fewer than a dozen members of the RCAF hockey team, which nearly two years ago copped the Allan Cup, holding down key service jobs overseas, visions of resurrecting the old squad have appeared to P/O "Porky" Dumart.

"It would be quite an event if we could round up the old team and play a series of games against all-star teams for war charities," he says.

It's Dumart's second winter in England. With him now are fellow Kraut-liners, LAC Bobby Bauer and P/O Milt Schmidt. One of hockey's greatest scoring aggregations could again see action as a unit if "Porky's" dream came true.

One of the more recent Allan Cup arrivals is F/O Johnny Acheson, Montreal and Toronto. He was the most sought after amateur in Canada when he played for Montreal Royals. Johnny served as a pilot in Eastern Air Command before coming overseas.

Miller and Philbin Over

P/O "Jud" Miller, who stepped up to take Bobby Bauer's spot on the Kraut line when Bobby snapped a fin late in the 1942 season, is a pilot on the overseas list, as is F/O Jerry Philbin, Montreal, and Valleyfield defence star. Philbin is captain of a bomber with an RCAF squadron.

Other members of the championship team now overseas include Sgt. "Pickles" McNicholl, former senior O.H.A., Ottawa City League and Michigan-Ontario league star; LAC Mike Miller, W/O Ted Miller and Sgt. "Buddy" Hellyer, Westmount, another pro hockey player.

"We would need a goal keeper to round us out, if and when," adds Dumart. "Young George Hainsworth, Jr., who is up in Bomber Group, would fill the bill. He's a chip off the old block, and the old block was good."

CASUALTIES

(Continued from page 2.)

MISSING, BELIEVED KILLED IN ACTION:
H. P. Bones, F/S, Edmonton; P. J. Sargent, P/L, Toronto; C. B. Stevens, P/O, Elgin, N.B.; W. G. Bailey, Sgt., Alida, Sask.; C. M. Butcher, F/O, Bittern Lake, Alta.; P. S. Gamsell, Sgt., East Kildonan, Man.; R. G. Christie, F/S, Regina; E. S. Driscoll, Sgt., Kingston, Ont.; D. M. Grant, F/L, D.F.C., Trenton, Ont.; J. M. Morrison, Sgt., Lakeside, Ont.; C. H. Peoples, F/O, Norfolk, Eng.; F. Sheehan, F/S, Vancouver; B. D. Winders, F/S, East Inveroll, Ont.; E. M. Wood, P/O, Orlia, Ont.; G. G. Wilson, F/S, Regina; R. Hillhouse, P/O, Brandon, Man.; R. V. B. Knox, Sgt., Rosemount, Que.; T. McP. Martin, Sgt., English, Ont.; J. M. P. O. Montreal; L. G. Schmidt, Sgt., Edmonton; F. W. Smith, Sgt., North Saskatchewan; R. M. Watson, Sgt., Lachute, Que.

WOUNDED OR INJURED IN ACTION:
K. J. W. Burns, F/S, Verdun, Que.; J. W. Maxwell, P/O, Toronto; P. S. Warren, F/L, Mount Clemens, Mich.

WOUND OR INJURED ON ACTIVE SERVICE:
J. D. Dickson, F/O, D.F.C., D.F.M., King's County, N.S.

DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION:
D. C. Bridgman, F/O, Toronto.

KILLED ON ACTIVE SERVICE:
F. P. Smith, Sgt., Victoria, B.C.; W. J. Caulfield, P/O, Vancouver; J. K. Fraser, Sgt., North Lethbridge, Ont.; V. K. Harris, F/S, Montreal; G. Hoopchuk, P/O, Lons Branch, Ont.; G. E. J. McCabe, P/O, Montreal; A. McCarty, Sgt., Lachine, Que.; J. G. Sherk, Sgt., Toronto; W. E. Smith, F/S, London; D. S. Spencer, P/O, St. Thomas, Ont.; D. Cressland, Sgt., Kewatlin, Ont.; E. M. Mills, F/S, Santa Ana, Calif.; W. G. Parker, Sgt., Wetwyn, Sask.; F. H. Partridge, Sgt., Victoria, B.C.

MISSING, BELIEVED KILLED ON ACTIVE SERVICE:
D. S. Champion, Sgt., Montreal; N. Butts, F/S, Cape Breton, N.S.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE:
J. B. J. De Macedo, F/O, Victoria, B.C.; K. R. Henry, P/O, Iowa Falls, Iowa.

Best of Good Luck in 1944 to our host of friends in the R.C.A.F. wherever they may be.

From

F. W. KING and R. SALTER

known to you as

W. T. KING TAILOR

105, HIGH HOLBORN, W.C.1

Telephone: CHAncery 7784.

RCAF DELIVERS CANADIAN ARMED FORCES AIRMAIL



Postal Sergeant Charlie Hobbs prepares to transfer the first RCAF delivered airmail to a waiting truck in the first stage of distribution. The mail was brought in flying Forts from Canada. (Official RCAF Photograph.)

FLYER HAS PANTS WARMED BY FLAK

"Hey! Quit kicking me in the back," screamed the navigator at F/O C. P. "Phil" Shannon, Vancouver, as their Lion squadron Hally winged over Frankfurt during a recent raid.

Shannon, the second dickie, raised eyebrows in surprise and soberly continued the business of keeping eyes peeled for enemy fighters and scrutinising the target below.

Fed up, the navy swung an arm around to investigate. From under three thicknesses of pullover, rolled up underneath his battledress he fished a warm piece of flak. Apart from the shock the kick in the pants gave him he suffered no injury.

TRIO OF LIBS. DESTROY SUB

Nazi Raider Slides Under After Kites Make Six Attacks

Meeting on patrol, in mid-Atlantic, three Coastal Command Liberators joined forces to blow up an enemy submarine. The surfaced U-boat was threatening an Allied convoy. Survivors were picked up by the Royal Navy.

Three Canadians were in the crew of one of the Libs. flying with RAF's "Dawn Patrol" squadron, commanded by W/C P. A. Gilchrist, D.F.C., Kelvington, Sask. The three are F/O C. E. Goodwin, Moose Jaw, Sask., the co-pilot, making his first op. trip overseas; P/O G. L. Parker, Midnapore, Alta., and F/S K. J. Field, Clifford, Ont.

When "C" arrived on the scene one of the other aircraft had made one attack. Its depth charges missed and "C" went in for an attack.

Fought Hard

During the running battle that followed, the sub. remained fully surfaced, but its guns hammered away at the aircraft. Each of the three Libs. made two attacks before the raider was beaten.

Just before the end its stern lifted clear of the water, and the U-boat slid beneath the surface, leaving a conglomerate of wreckage and survivors.

Flak damaged one of the tires on "C's" landing gear, and one gas tank was holed by ack-ack fire.

"CANADA" GOODROW

Around the mess of a RAF station, where a squadron of Canadians happens to be stationed, a young WAAF carried the nickname "Canada." She is LACW Joyce Goodrow, wife of Pte. Ralph Goodrow, Montreal, a member of the Royal Canadian Ordnance Corps.

The young lady talks continually about Canada if given an opportunity. Hence the moniker.

SKILFUL PILOTING GETS MAIMED BOMBER HOME

Lancaster Takes Heavy Punishment But Every Member of the Crew Escapes Injury

P/O DON BERRY, TRAIL, B.C., had his night's work cut out when he brought his crippled Lancaster back from Berlin on two engines, minus instruments, electricity, rear and mid-upper turrets, hydraulics and navigational gear. He crash landed without a single member of the crew being injured. It was the crew's first Berlin raid and its sixth operational flight. About 100 miles from the target, predicted flak struck the four-engine bomber as they flew along at 18,000 feet above cloud overcast.

"I kept the kite flying straight and as level as possible on only three instruments which didn't depend on electricity," said the 29-year-old skipper. "Using my air-speed indicator, turn and bank indicator and climb and descent instrument, along with the help of my navigator and mid-upper gunner, we got along somehow."

The navigator, F/O Len Raynsford, Timmins, Ont., called out the air-speed readings over the intercom because the pilot had his hands more than full to keep the heavy bomber flying. The mid-upper gunner, one of the four RCAF members of the crew, watched from his upper glass cupola to see that the wings were level and the aircraft was flying straight.

"After a while I began to get worried," said Berry, "because I had no flaps, no undercarriage, no petrol gauges, and I wasn't sure what height we were at and in what direction we were flying."

Suddenly the aircraft broke through the clouds over the coast, but an enemy flak ship opened up on the Lancaster.

"During the evasive action we must have turned around," said Navigator Raynsford, "because soon I saw a battery of searchlights reach for us over land."

As the enemy searchlights coned the aircraft, they shot off a signal cartridge and were surprised to see the lights go out. Another battery coned them and, following the same procedure they escaped unscathed.

A few minutes later F/O Raynsford succeeded in getting his navigational equipment to work and calculated a fix which put them over Dunkirk. They made for Britain, flying at 5,000 feet with the port wing heavily riddled, and hoping no night-fighters would be vectored on to them.

"More trouble was waiting for us on arrival at an English aerodrome on the coast," said the skipper.

Over the field they were heading for was a canopy of searchlights and a flarepath on the ground, but since the crew had no wireless, no method of identifying themselves as a friendly aircraft other than a few Verey cartridges, the station closed down in fear that it was a German aircraft.

A Tough Landing

"After flying around the field several times shooting off signal cartridges of various colours and our petrol running dangerously low, we finally got their cooperation and attempted a landing," said P/O Berry. "We made a normal approach, but without flaps the kite came speeding in and I couldn't prevent an overshoot."

The heavy bomber struck the runway halfway down, bounced high over a cement mixer at the

WINCO IS BETTER

By "ARKAYBEE"

W/C W. P. Pleasance, Calgary, our Winco, was forced to spend a couple of weeks flat on his back due to an attack of flu. He's up and about again now, though, and has departed on some sick leave—says he's going to try some of the medicine they serve at the bar of the Regent Palace to see if it's any better than the stuff at S.S.Q.

"Moochin' Around the Moosement": Sgt. Alec Manson, of Toronto, after waiting eagerly while the postal clerk sorted the parcels the other day, being bitterly disappointed to find he hadn't scored; LAC Ken Fothergill, New Westminster, B.C., hot-footing it over to the mess armed with about 12 cups for some tea; LAC Jack Lines, St. Lambert, P.Q., setting off on his nightly duty run for a nearby town to visit his big moment; LAC Steve Parmon, Calgary, being initiated into pub-crawling and incidentally learning something of life in a nearby town; F/O Pilot Henry Freeman Palmer the Third, of Prescott, Ont., rushing madly around like a sheep dog trying to collect his crew at 17:00 hours (what a hope on a stand-down day) in order to do some flying; F/L H. "Happy" Hewitt, Lac Vert, Sask., galloping around like a canine with four tails—seems he was joed for some inquiry or other, and has investigated everything around the place, including the increase of rodent families in the vicinity. "Happy" has earned himself the title of "Judge Advocate" of the squadron due to his zeal and energy in the conduct of said inquiry.

edge of the field, cleared a gully ditch, highway and fences and came to rest on its belly in a flat field about a mile away from the "drome. The aircraft spun around in the mud and came to a stop only 50 yards from a high barbed wire and cement pillar anti-tank fence.

"We were very unpopular with an American crew that night," said the rear-gunner, F/S "Sammy" Sambrook, of New Westminster, "because we tore the tail off a Flying Fortress parked on the edge of the runway as we roared past."

Sambrook had a very narrow escape when his turret was holed and a piece of flak hit him in the stomach, but was prevented from doing any damage by great thickness of clothing he was wearing. The red-hot flak came to rest just against his skin, causing a slight burn and a scratch.

"I was wearing lots of underwear, my girl friend's sweater and all my flying clothing and, gosh, am I glad!" he breathed.

CREW OF 7 ON 7th TRIP NATCH WITH CHIPS DOWN

Crash Land Lanc. On Two Port Engines On Tiny, Hazard-Ringed Field

Seven-man crew of a Goose squadron Lancaster went through more hazards on its seventh operational trip than a flying circus does in a decade. It was their second trip to Berlin, and things started to pop just before they reached the target.

The starboard outer engine cut and they continued to the aiming point on three. On the return journey, with both mid-upper and rear-gunners cut off from the intercom, she was attacked by a Ju.88. F/S R. T. Lloyd, Regina, began to weave and dive to shake the nightfighter, while both gunners tried to get a line on the attacker, though unable to communicate with one another, or with the pilot. Not till the Ju. came in close for what seemed the final attack were the gunners able to converge their fire and shoot the Jerry right out of the sky. Before passing out of the picture the fighter had shot away the starboard inner engine and the Lanc. limped homeward on two port engines.

Starboard wing tanks had been holed, reducing the fuel supply to danger level and the bomber kept dropping rapidly, while listing persistently to starboard. "I had my hands full," said Lloyd, "to prevent the kite from doing a dangerous spiral."

They Stayed With Him

Not only that, but the rear-gunner, a RAF lad, had been wounded in the left leg, which prevented him from leaving the turret. As they crossed the English coast, Lloyd ordered the crew to bale out, but all refused to abandon the injured gunner.

"As we searched for a suitable landing ground in the foggy night," said the navigator, F/O E. D. Fowler, Kamseck, Sask., "all we could see was a long, straight canal and the silver ribbon-like railway lines below." With only the white frost on the ploughed fields as a gauge for height, no landing lights and only two engines, both on the port side, the pilot glided in for the crash landing.

The Lancaster hit the ground with a heavy bounce and slid along to a stop, within a few yards of a large sewage disposal works.

With the crash, the port inner engine caught fire and was quickly extinguished, while the rear-gunner was pulled from his turret. Soon afterward a passing train stopped and the engineer rushed over, amazed to find the crew in normal spirits and uninjured.

"It certainly was an act of God that saved us," said the skipper. "The field, in which we landed, was only 600 by 200

U.S. AIR UNITS VISIT CANUCKS

One Yank Squadron Has Many Former RCAF Air Crew

The members of one U.S. Air Force squadron are getting a bit choosy. Says one of the pilots, "A Yank who hasn't been with the RCAF has one hell of a job getting into our outfit now." It's all because so many of that particular unit trained with the RCAF and were in it for so long.

This all came out when three squadrons of Thunderbolts dropped down at an RAF station where an RCAF squadron and part of the U.S. Eagle Squadron hang out.

Festivities started when Lieut. Bob Musch, styled the Earl of Chicago, sat down to the piano and called on F/L "Doc" Lundy, Portage La Prairie, to drag out the old guitar. F/L Ross Rowlands, Moncton, N.B., swapped experiences with two old cronies, Lieut. Ted Bishop, Crawford, N.J., and Lieut. Pearce MacKinnon, Fort Smith, Ark., while F/O Al Browne, Winnipeg, traded tales with Lieut. Hal Carver, Michigan City, Ind.

The Aussies were busy, too. F/O Charlie Scherf and Lieut. P. S. Riley, Philadelphia, went into their experiences on ops. during the past few months.


Another three-man reunion was that of Lieut. W. F. Sooman, Seattle, Wash., F/O "Lefty" Miller, Edmonton; and F/L Gordon Thompson, Vancouver.

The RAF lads got in on the get-together, too. S/L A. Anderson, senior RAF M.O. on the station, got into an interesting chat with Lieut. Jimmy Dye, Oklahoma. The doc is son of Sir John Anderson, Chancellor of the Exchequer.

yards, with a canal on one side, a railroad on the other, and high-tension wires everywhere."

Other Canadians in the crew were F/S M. A. Robert, mid-upper gunner, from Montreal, and F/S G. E. Cameron, bomb-aimer, Glace Bay, N.S.

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FLYERS IN ITALY SEE ARMY FRONT

A party of fighter pilots, veterans of the fighting in Tunisia, Sicily and Italy, got their first taste of ground warfare recently when they visited Canadian artillery units of the Eighth Army at advanced positions. Among them was F/O Ross Whitney, Chapleau, Ont.

A grey drizzle slanted down as the pilots approached the forward area in a truck. Near the front they met Canadian soldiers who had recently taken over gun positions in the sector. "Why the hell do you come up in this mud-hole if you don't have to?" the foot-sloggers asked. One of them telephoned his officer in an "O Pip" for permission to bring the flyers forward, and they started up a series of steep scrub-covered hills.

"The more you see of these Army chaps, the more you admire them," said Whitney, noting the wet desolation in which the Army lived and fought. Avoiding a minefield which had not yet been cleared, they slipped and stumbled to the hilltop, and met the officers and men on duty.

Later they crawled the last few yards up the hill, and lay in the bush beside the artillery observers studying detailed maps of the locality, as smoke shells and high explosives burst on the hillside.

On their way to and from the front, the pilots saw railway tracks which had been torn up by German "trackbusters." Whitney described how thoroughly these do their job, uprooting the rails, biting great chunks out of the metal, and cutting the ties in two. "It really makes the line u.s. in a big way," was his final comment.

WOMEN'S DIVISION

IT'S coming soon, a brand New Year (no coupons required)—twelve whole months in which the Wolves' Division can redouble its efforts to get either hooks or a husband, and "being as how" it's 1944 and Leap Year, who in heck wants hooks?

Christmas Hangovers or Yuletide Yowls.—It must have been a grand Christmas Eve... we hear one of our blonde LAWs lost her wrist watch somewhere between her room and the North Star... that was getting a little TOO high, wasn't it, Clare? And does one stand at attention on only one leg when one speaks to a half-size sergeant who is a sergeant on one side only? That's confusing, but we were, too.

The house stood all alone, large, dark—with a Wuthering Heights atmosphere enveloping it, looming sinisterly over LAW Irene Kenny, and LAW M. Oates. The two W.D.s had just arrived to take over the room they had rented there; they shuddered, they rang the bell; the huge door creaked slowly inward... the landlady was flesh and blood all right, but even that did not dissipate the ghostly gloominess of the house. In bed that night, the girls lay and shivered: footsteps, not the human brand, crept stealthily up and down the stairs, the door-knob rattled, the windows creaked... some ghostly presence seemed to hover round their bed. There was no sleep that night. The next night the ghosts gave a repeat performance... that was enough, the two W.D.s moved out faster than those who don't pay their rent. "We just couldn't stand it," chattered the W.D.s, "it was too creepy." Perhaps it was the Ghost of Christmas Past. "The only thing they didn't have was chains," said the girls, "and they've probably been donated to the salvage committee."

LAW Jackie Johnson of Radio Ructions was sitting at her desk typing a letter: the door opened and into the office walked a tall, dark man in khaki uniform; Jackie glanced casually at the stranger and went on with her typing... suddenly she stopped frozen to her chair... she looked again, it WAS her husband just back from some months in Italy. Jackie figures it's the best Christmas present she has ever received, even if it wasn't wrapped.

EXCLUSIVE, WOT!



However, as the sign on the door would indicate, there's a reason for it. S/L R. Dick Ellis, D.F.C., Montreal, is seen entering the room. He leads the City of Toronto Mustang squadron.

TEACHER, PUPIL WITH WOLF UNIT

Coincidences are commonplace in the RCAF Overseas, friend meeting friend sort of thing—but the Wolf Squadron goes one better in one instance.

Not only do F/O Jim Preston and F/S Norm Cheevers hail from the ever-synonymous Ontario cities of St. Catharines and Niagara Falls respectively, but they flew together at elementary school in St. Kitts a couple of years ago, with Preston as the instructor and Cheevers the student.

Now, led by S/L R. Buckham, of Vancouver, holder of British and American D.F.C.s, they fly side by side on Spitfire sweeps into France.

FIGHTER-INTRUDERS GET TWO AT NIGHT

Canadian Mosquitos destroyed two German aircraft recently during fighter-intruder night patrols over enemy territory. An American in the same RCAF squadron, F/O Ray Lee, Winthrop, Mass, damaged a third German plane.

A twin-engine German fighter was exploded in flames in the night sky by F/O John Caine, Edmonton pilot, and F/S Earl Boal, observer, Regina. An Me.110 was sent down in flames by F/O Herb Jones, of Salmon Arm, B.C., and his observer, F/O Al Eckhart, Seaforth, Ont.

REAR-GUNNER GAINS C.G.M.

Sgt. Meadows Heads List; Goose Chieftain Wins D.F.C.

A Conspicuous Gallantry Medal to Sgt. George W. Meadows, Bawfman River, Man., tops this week's tally of decorations for Canadian flyers, which also includes two immediate D.F.C.s and two D.F.M.s.

Rear gunner in a bomber that attacked Berlin one night in November, Meadows was winged in the back by a bullet from a Nazi nightfighter. In the encounter both rear and mid-upper turrets were damaged. The bullet was deflected by the wiring in his electrically heated flying suit and came out in the groin. In the fighter's next lunge the mid-upper gunner, wireless operator and navigator were also wounded. Despite his injury Sgt. Meadows remained in his turret and helped the pilot to fight off eight further attacks.

D.F.C.s were awarded to W/C Alex Mair, Fort Francis, Ont., Goose squadron chief, and F/O James S. Lees, Chilliwack, B.C., another bomber pilot cited for his part in a recent raid on Leipzig. While many miles from the target Lees' aircraft was damaged by an enemy fighter, the windscreen near the pilot shattered, the hydraulic gear damaged, and the rear turret made unserviceable. In spite of intense cold due to the shattered windscreen and the battered state of his kite, Lees pushed on, bombed the target, and made a "masterful landing" at his home station.

Two Win D.F.M.

F/S Alex Gibb, Winnipeg, and F/S Michael Werbiski, Rorke-ton, Man., observer and front gunner respectively in a Coastal Command Liberator, both get the D.F.M.

The Lib. was escorting a convoy when five or six enemy fighters appeared and tried to attack. Flying into a curtain of ack-ack fire thrown up by our own ships, the pilot engaged the enemy kites. He manoeuvred behind one of the attackers, enabling Werbiski to let fly a burst that set the Nazi's starboard engines on fire. The Liberator attacked again and drove off four of the German aircraft in turn by intense gunfire. The citation reads: "The RAF pilot was well supported by Flight Sergeants Gibb and Werbiski, whose excellent co-operation, good shooting and tenacity set a very fine example."

ON THE AIR

Wed., Dec. 29.—1.15 Forces. RCAF OVERSEAS CHRISTMAS CONCERT.

Wed., Dec. 29.—9.50 Home. RCAF Overseas Band plays a 40-minute concert.

Thurs., Dec. 30.—9.50 Forces. Canadian News Round-Up.

Sat., Jan. 1.—7.00 Forces. News from Canada—British Columbia.

Sat., Jan. 1.—7.05 Forces. First Flights. New Year with the A.T.C., including a message from Air Marshal Bishop, V.C., from Canada.

Sun., Jan. 2.—2.15 Forces. Hockey from the Maple Leaf Garden, Toronto.

Sun., Jan. 2.—2.30 Forces. Johnny Canuck's Revue.

Sun., Jan. 2.—7.00 Forces. News from Canadians' Mediterranean Front.

Mon., Jan. 3.—6.30 Forces. Canadian Calendar.

Mon., Jan. 3.—7.00 Forces. News from Canada—Maritimes.

Tues., Jan. 4.—7.00 Forces. News from Canada—Quebec (in French).

You will see from the above that beginning January 1 there is a five-minute newscast of up-to-the-minute news from Canada each night of the week.

HEADQUARTERS

WHILE you were celebrating Yuletide in the approved manner, Cpl. McIndoe and LAC Suter were engaged in their favourite pastime, walking. From Holborn to Bayswater is just a short jaunt, but not according to the McIndoe-Suter method. The boys started out at one a.m. (after a party), and by the time four chimes came round they were still walking. Finally they grabbed a cab. The taxi went about 500 yards around the corner and they were home. Now you know what it's like to be lost, eh guys?

There are still a few tickets left for the Hackmen's Ball, slated for New Year's Eve. It starts at 7.30 and lasts till midnight. The place is the Paviour's Arms.

That guy walking around H.Q. in the "zoot" coat and limp arm is civilian-cum-pilot officer Bud Gluntz. Thursday of last week he was just Cpl. Gluntz with not much hope of promotion. On Friday his selection board for a commission said yes, and Gluntz became P/O Gluntz. Now Gluntz is a guy with a sore arm. Congratulations, Bud.

Wackiest photo to come out of the movie section in a long time is one of F/O Swackhammer typing out a story while reposing in a baby's crib. It seems that this effort called for inspiration, and what could be more inspiring than a baby's crib?

FILM LOG

"BEST FOOT FORWARD" (Empire)

Light holiday entertainment, music by Harry James and Technicolor are the keynotes of this picture. Red-headed Lucille Ball accepts an invitation to be prom queen at Winssock Military School by Bud Hooper (Tommy Dix). He has already invited his sweetheart, Helen Schlessenger. That's the complication and the story.

"SAHARA" (Gaumont)

Humphrey Bogart with another girl friend—but this time she's tougher than even Bogart! Lulubelle, a steel product of America's tank assembly line, and a trio of American soldiers join the British forces early in 1942 and portray one of the isolated stands made by the Allied forces at El Alamein. The crew visits a dive-bombed Red Cross station during the retreat, picks up a motley crew of English, Australian, South African and Free French soldiers; adds a giant Sudanese warrior plus his Italian prisoner; shoots down a German Stuka and captures the pilot. Plenty of such-like action and sand. If you like war and tough guys, "Sahara" is high-class entertainment. Even if you don't, it's worth seeing.

"SNOW WHITE AND THE SEVEN DWARFS" (New Gallery)

The film in which Disney reaches the greatest heights of film artistry opened for another Christmas season. Seen for the third or fourth time the fantasy is still the tops in entertainment.

ADDS AIR HOURS DURING OPS REST

F/O J. V. E. Craig, Abbey, Sask., is using his operational rest to pile up his flying hours. His job of the moment is piloting an aircraft of Transport Command.

Farthest he has been is to Malta, but his objective is Montreal, which he hasn't seen since mid-summer of 1941. Tunis, Algiers, Fez, Port Lyant, and Gibraltar have replaced Brest, Kiel, Emden, and other Bomber Command targets as his ports of call.

On ops he flew in Hampdens and served under some famous leaders, first with W/C N. W. Timmerman, D.S.O.; W/C Pitt Clayton, D.F.C. and Bar; W/C John Twigg, who subsequently went missing; and W/C "Tiny" Ferris, D.F.C.

On his present job he has made over 15 trips to the Middle East.

"Once my aircraft looked like a flying nursery, when I came back from Malta, he said. "We carried three mothers and five babies, including three-year-old twins. One baby cried a little while we were on the ground, but the hum of the motor apparently lulled it to sleep. Sweet music—aircraft engines!"

FRESH and Fantasy

- ★ CHARLES BOYER
- ★ BARBARA STANWYCK
- ★ EDWARD G. ROBINSON
- ★ BETTY FIELD
- ★ ROBERT CUMMINGS
- ★ ROBERT BENCHLEY

It is important that you see this picture from the beginning.

Produced by CHARLES BOYER and JULIEN DUVIVIER. Directed by JULIEN DUVIVIER. Programmes begin Weekdays: 12.30, 2.15, 4.45, 7.10. Sunday: 3.30 and 6 o'clock. **Leicester Square THEATRE**

Showing at 10.35, 12.55, 3.15, 5.35, 7.55. **ODEON LEICESTER SQUARE WHL 6111**

★ **ORSON WELLES** and **JOAN FONTAINE** in CHARLOTTE BRONTE'S **Jane Eyre**. Margaret O'Brien, Peggy Ann Garner, John Sutton. The screen's greatest emotional stars bring you the emotional experience of a lifetime.

ENTERTAINMENT GUIDE

THEATRES	
HIPPODROME. Ger. 3272. Evgs. 5.40; Weds., Thurs., Sats., 2.25. GEORGE BLACK tells THE LISBON STORY. A Play with Music.	LONDON PAVILION. Ger. 2982. Continuous 10 a.m. to 9.50 p.m. Samuel Goldwyn's greatest picture of these years.
PALLADIUM. Ger. 7373. Twice Daily at 2.30 and 5.20. ALL-STAR VARIETY. MAX MILLER, etc.	NORTH STAR (A)
PRINCE OF WALES. Whl. 6581. Twice Daily at 2.40 and 5.30. STRIKE A NEW NOTE. SID FIELD.	MARBLE ARCH PAVILION. May. 5112. HUMPHREY BOGART in SAHARA (A). Weekdays: continuous 11 to 10. Sundays: continuous 3.30 to 9.
PRINCES. Tem. 6596. Evgs. 6.30. Mats. Thurs. and Sat., 2.30. FIFTH SHEPARD presents HALFWAY TO HEAVEN. Bobby HOWES and Sydney HOWARD. "One long glorious laugh."—Evg. Standard.	NEW GALLERY. Regent St. Reg. 8050. WALT DISNEY'S SNOW WHITE and THE SEVEN DWARFS (U) (In Technicolor). Weekdays: continuous from 10. Sundays: continuous from 3.30.
SAVILLE. Tem. 4011. Evgs. 6.15. Mats. Wed., Thurs., Sat., 2.30. FIFTH SHEPARD presents JUNIOR MISS. "Brilliantly acted... screamingly funny."—S. Dispatch.	NEW VICTORIA (G-B). opp. Vic. Stn. BETTE DAVIS and PAUL HENREID NOW VOYAGER (A). Weekdays: continuous 11.45 to 9.50. Sundays: continuous 3.30 to 9.
SAVOY. Tem. 8888. Evgs. 6.30. Mats. Wed. and Sat., 2.30. FIFTH SHEPARD presents MY SISTEN EILEEN. Sally Gray, Coral Browne, Max Bacon. A "Riot... intensely funny."—Star.	ODEON, Leicester Square. Whl. 6111. ORSON WELLES, JOAN FONTAINE. JANE EYRE (A). Programme commences at 10 a.m.
STRAND. Tem. 2660. 2nd Year. Evgs. 8.30. Mats. Thurs. and Sat., 2.30. FIFTH SHEPARD presents ARSENIC and OLD LACE. Lillian Braithwaite, Mary Jerrold, Naughton Wayne, Frank Pettingell, Edmund Willard.	PARAMOUNT. Tottenham Court Rd. DOROTHY McGUIRE, ROBERT YOUNG, CLAUDIA (A). THE IRON ROAD (U).
WINDMILL. Picc. Circus. 12th Year. REVUEVILLE, 169th Edition (5th week). Continuous daily, 12.15-9.30 p.m. Last performance 7.50. A VIVIAN VAN DAMM PRODUCTION.	REGAL, Marble Arch. Pad. 8011. NORTH STAR (A). The greatest film of these years. Daily at 1, 3.20, 5.35, 7.55.
CINEMAS	TATLER TH. (G-B). Charing Cross Rd. ANGO-SOVIET SEASON. LITTLE HUMP-BACKED HORSE (U). THE LAND OF TOYS (U). (A Puppet Film).
DOMINION (G-B). Tottenham Court Rd. BETTE DAVIS and PAUL HENREID NOW VOYAGER (A). Weekdays: continuous 11.45 to 9.45. Sundays: continuous 3.30 to 9.	TIVOLI, Strand. Tem. 5025. GEORGE SANDERS, PHILIP DORN, BRENDA MARSHALL. THE NIGHT IS ENDING (A). GALS INCORPORATED (U). News, etc. Weekdays: continuous 11.30 to 10. Sundays: continuous from 3.30.
EMPIRE, Leicester Sq. Starting Friday. Continuous 10 a.m. to 10.0 p.m. Margaret Sullivan, Ann Sothern, Joan Blondell in CRY HAVOC (A).	WARNER, Leicester Sq. Ger. 3423. Last Two Days. THANK YOUR LUCKY STARS (U). Friday next: IRVING BERLIN'S THIS IS THE ARMY (U). For times of showing see the daily Press.
GAUMONT, Haymarket. Whl. 6655. HUMPHREY BOGART in SAHARA (A). Weekdays: continuous 11.5 to 9.30. Sundays: continuous from 3.30.	Printed by St. Clements Press, Ltd., Portugal Street, Kingsway, London, W.C.2, and published by RCAF "Wings Abroad," 20, Lincoln's Inn Fields.

13 WOMEN ALONE— with fear, and love, and jealousy, and unbelievable heroism.

M-G-M presents the greatest assembly of "womanhood" ever brought together on the screen, in a thrilling and amazing story, brilliantly produced, unforgettably acted. **CRY HAVOC** with MARGARET SULLAVAN, ANN SOTHERN, JOAN BLONDELL. with FAY Bainter, MARSHA HUNT, ELLA RAINES, FRANCES GIFFORD, DIANA LEWIS, HEATHER ANGEL, DOROTHY MORRIS, Etc., Etc. — FRIDAY — **EMPIRE** LEIC. SQ.