



Berlin Drenched in Showers of Bombs

RCAF BOMBER GROUP MARKS ANNIVERSARY

Canadians With RCAF and RAF Squadrons Visit German Capital Three Times During Past Week

NIGHTFIGHTER DEFENCES ARE UNAVAILABLE

AFTER a short break for Christmas the Battle of Berlin has continued unabated. In the past week there have been three raids on the German capital. The first of these was last Thursday, Dec. 30, and then on Saturday and Sunday two raids followed within 24 hours of each other. The tonnage of high-explosives unloaded was tremendous.

The Saturday night raid marked the first anniversary of the RCAF Bomber Group. Three Canadian squadrons returned to Berlin the following night and found the fires they had helped to light still burning brightly. Crews of RCAF squadrons as well as Canadians with RAF units found stiff nightfighter defences, but these proved unavailing as Germany's principal city wilted under a torrent of bombs.

RCAF Bomber Group made its mightiest effort yet in Thursday night's raid on Berlin. A large number of Lancasters and Halifaxes were out, including the Leaside, Goose, Thunderbird, Lion and Bison squadrons.

Weather favoured the big kites. There was ten-tenths cloud all the way, and loads were dropped without much interference from enemy night fighters. Crews reported heavy flak on the way to and from the target which was still visible after an hour's flying on the way home.

"There's little doubt that the bombing was successful, judging from the heavy fires," said P/O S. R. W. Laine, Port Arthur, Ont., flying on his sixteenth trip with the Goose squadron and his seventh to Berlin. "We could see the bright red glow of fires and thick smoke curling upward through the clouds even when we were one hundred miles from the target."

P/O C. A. "Chuck" Griffiths, a Thunderbird squadron pilot, brought his Lanc. back freely spattered with flak holes. "It was certainly flak night with all the defended areas shooting up bags of shells—and accurate too," he said later.

A Montreal pilot, P/O W. G. Phillips, of the Goose squadron, reported: "A Junker 88 night-fighter flashed past our nose and

then fired backward at us, just missing. Phillips' rear-gunner, Sgt. M. L. Wiper, Leamington, Ont., on his first operational trip, told of another attack in which a single-engine fighter dived at the bomber's port quarter. This one also missed.

Lion and Bison squadrons were led personally by W/Cs R. S. Turnbull, D.F.M., Govan, Sask., and J. D. Pattison, D.F.C., Toronto.

P/O A. G. Macauley, Belleville, Ont., told of a rocket shell which seemed to explode, continue on its way and then explode again at intervals. P/O L. S. Gray, Ottawa, veteran of 28 trips over enemy territory, including six to Berlin, called the raid "as good as any yet." He could see a huge glowing mass in the sky 150 miles after leaving the target.

Other Canadian aircrews taking part in the attack included P/O E. Gargette, navigator, Medicine Hat, Alta., Sgt. G. B. Square, Waseca, Sask., F/S N. Barlow, Toronto, Sgt. R. L. Kift, Toronto, Sgt. L. J. Kelly, Windsor, Ont., F/S S. A. Wick, Conquest, Sask., and P/O J. H. Warkentin, Beauséjour, Man.

The first anniversary of the formation of Canadian Bomber Group found three of the Group's Lancaster squadrons, the Goose, Thunderbird and Lea

LEASIDE SQUADRON CARRIES "ONTARIO'S BOMB" TO BERLIN



The citizens of Ontario subscribed \$1,000,000 in war savings stamps to be affixed to Christmas cards as a donation to the Canadian National War Savings Committee. Part of this was to go for the purchase of a blockbuster and the RCAF Leaside squadron was selected to deliver it. Unfortunately the gift did not reach Germany in time for Christmas, but it was delivered in time to make Berlin's New Year somewhat brighter.

(Official RCAF Photograph)

RCAF INCLUDED IN NEW YEAR'S HONOURS LIST

A.O.C. of Bomber Group Appointed Companion Of The Bath

MANY IN DESPACHES

THE King's New Year Honours List for 1944 contained the names of over a hundred RCAF personnel. Nursing sisters, clerks, transport men and "Wids" were among those included in the list.

Air Vice-Marshal G. E. Brookes, O.B.E., A.O.C. of the RCAF Bomber Group Overseas, received the distinction of Companion of the Order of the Bath. Other high ranking officers to receive the award were Air Vice-Marshal N. R. Anderson, F. V. Heakes, L. F. Stevenson and J. A. Sully, A.F.C.

Two Nursing Sisters, F/L M. T. Montgomery and F/O K. M. Baker, were appointed to be Associates of the Royal Red Cross.

Here is the list of Honours and Awards:—

Companion of the British Empire

Air Comm. K. MacG. Guthrie, G/C A. P. Campbell, G/C D. E. Mackell, G/C C. R. Dunlap, A.F.C.

Order of the British Empire

W/C Z. L. Leigh, W/C K. R. Patrick, W/C J. A. Sharpe, S/L W. R. Franks, W/C G. S. McDougall, S/L W. Brenton Boggs.

Member of the British Empire

W/C P. A. Cumyn, W/C W. R. Irwin, D.F.C., W/C J. Kerr, W/C D. W. Stoneham, Wing Officer Wilhelmina Walker, S/L R. J. Gray, S/L W. K. Gwyer, S/L D. P. Jamieson, Squadron Officer Kathleen L. Jeffs, S/L A. H. Nanton, S/L W. Ramsden, S/L R. MacD. Trites, S/L C. C. Wyatt, Flight Officer Emily A. Griffin, W/O I. H. Perry, Rev. H. E. D. Ashford, F/L H. Roberge, F/L A. J. Forsyth, S/L R. M. Bragg.

British Empire Medal

F/S L. M. Begley, F/S G. R. Charron, F/S H. R. Chipperfield, F/S R. A. Englebert, F/S R. J. Gourley, F/S R. C. D. Honour, F/S R. P. Leitch, Sgt. Myrtle "Pat" Boreham, Sgt. P. C. Dubois, Sgt. R. L. Fogg, Sgt. C. A. Hobbs, Cpl. C. E. Giorgianni, Sgt. H. G. Stewart.

Distinguished Flying Cross

W/C W. C. Van Camp, F/L A. A. T. Imrie, P/O C. O. Godfrey.

Air Force Cross

W/C H. O. Madden, S/J R. H. Hyndman, S/L V. M. Terry, S/L H. M. Wilson, F/L D. H. Armstrong, F/L A. Patton, F/O C. E. Bruce, F/O A. K. Miller, W/C R. S. Turnbull, D.F.M., S/L J. A. Hanway, S/L D. H. Kenney, D.F.C., F/O E. B. Graham, F/O D. Robb, F/O A. F. Green.

Air Force Medal

F/S J. J. H. Dadey, LAC T. A. Howard, F/S P. J. Legros, F/S B. D. Walker, Sgt. R. S. Clement. (Continued on page 2, col. 2.)

TIFFIES CHASE CANUCK SPITFIRE PILOTS NAZIS AROUND EIFFEL TOWER SWEEP NORTH OF ROME

F/L Charles Scambler Gets Bucker 131 Over Training Field

On a Sunday afternoon sortie with a RAF Typhoon squadron F/L Charles Scambler, Claire, Sask., destroyed a Bucker 131, a German training plane.

After shooting up a dozen Messerschmitts in desert camouflage, on an airfield near the coast, the Typhoons came upon a German training school near Paris. Five trainers were doing acrobatics over the field.

When the first one plummeted earthward under the weight of Scambler's shells, the other trainers darted toward the Eiffel Tower. Strolling Parisians saw an aerial dance macabre, with guns and motors providing the music. The trainers were able to circle the tower on their shorter axis until the fast Typhoons found the ack-ack "too hot."

Describing his kill F/L Scambler reported, "He had just levelled out of a loop and he flew right across my sights."

On the way home S/L Baldwin, D.F.C., who led the unit, met an F.W.190. He destroyed it with only about 20 rounds of cannon shells.

A Belgian flying officer piloting a Typhoon over his homeland shot down another F.W.190 after what he described as "a turning competition," in which each tried to get into the best position.

Two other Typhoons shared the destruction of an Me.210 over north-eastern France.

FINDS ONE U-BOAT IN LONG SEARCHES

One attack against a U-boat is the score racked up by F/L Alex "Tug" Wilson, Vancouver, in his war against the Axis which carried him to hunting grounds off the Arctic shores of Russia, the "Med", the Bay of Biscay, and the U.K.

An observer, he started his 'our as navigator on a Hampden torpedo job and then went to Gibraltar with Coastal Command in company with many Canadians. He now serves as training officer.

Patrol-Bashing Operations Take Heavy Toll of Nazi Kites

Pilots of the City of Windsor Squadron sprinkled liberally through the units of the Desert Air Force are getting their share of what few Nazi machines elect to oppose the air cover posted over the advancing Eighth Army in Italy.

But many have searched Italian skies in vain for German planes and had to be content with a grandstand view of the terrific artillery barrage put up by the British units recently.

Canadians operating from a west coast base took their speedy Spitfires, fitted with long-range fuel tanks which could be jettisoned quickly in the event of an engagement, on a sweep reaching beyond the city of Rome recently in their most northerly operation of the campaign.

Around Rome itself and down the Tiber river to the coast a tremendous barrage of flak was hurled at the British fighters, and although hits were scored on some of the kites no pilot was injured. Not a single German plane opposed the sweep.

P/O Bruce Ingalls, Danville, Que., flew on the sweep. Another Canadian in the group was P/O J. C. Turcott, Sudbury, Ont., who had learned that morning from WINGS ABROAD of his promotion from the rank of sergeant.

F/O Ross K. Whitney, Chapleau, Ont., caught one Me.109 out of a formation, while his squadron mates broke up the remainder of the Jerry patrol during one of the few times the Germans have sent up opposition. A veteran of more than 250 hours' operational flying in Spitfires, he saw his cannon and machine-gun fire smash home into the cockpit and wing of the German kite and then saw it turn over and dive out of sight from 14,000 feet. As the machine was not seen to crash he was credited with a "probable."

Ju.88 Destroyed

At another point over the front at the same time this engagement took place, P/O B. Reid, Toronto, was sharing in the destruction of a Ju.88 reconnaissance machine. The ground crews at Reid's home base spotted the tell-tale vapour trail

LATE LANC IS HANDLED ROUGHLY OVER BERLIN

The p.f.f. sky and ground markers had died out, only a few searchlights were finger burning, when F/S J.A.R. "Rog" Coulombe, Montmagny, arrived over the German capital.

Suddenly a master searchlight found the Lancaster and she was trapped in shafts of blinding light. "As if that wasn't enough for one night," said the rear-gunner, F/S Joe Jankus, Ottawa, "three nightfighters closed in on us and started attacking." The crew was able to identify an F.W.190, a Ju.88, and an Me.109, but the Junker did all the damage. Though the rear and mid upper gunners were both blinded by the searchlight cones the pilot, bomb aimer and navigator kept the kite on its run.

Coulombe flew straight and level toward the target and could see an F.W. flash by his port wing as it overtook in an attack on his engines. The German pilot came so close, Coulombe could clearly see his silhouette in the cockpit and was able to discern the black swastika on the rudder with two black crosses on the upper surfaces of the wings. The Ju. made three quick attacks against the helpless Lanc and scored several hits on the fuselage. "The Ju.88 seemed so successful that the other two broke off their attack and left the kill to the Ju," said the navigator, F/S J. A. C. Tremblay, Limoulo, Que.

Before they could send their bombs away the fighter attacked twice more, the last lunge being the shakiest. By now the bomber was utterly helpless. Not only

were the gunners blinded, but the hydraulic system had been hit, rendering the guns and turrets useless.

One Hit And—

"It was a queer feeling," said the bomb aimer, P/O George V. Daymond, Edmonton, "lying there on top of a blockbuster while three attacks were going on. I was praying that none of the cannon shells fired would hit our cockpit, as it lay on the carrier, with the bomb doors open and ready for release."

They started the bombing run, got rid of the blockbuster, then dived out of the target area and managed to shake the fighter. When the heavy bomber limped into a coastal airfield in Britain, inspection revealed the following damage:

The landing flaps had been perforated in a V-shape by cannon shells, the cowling on the port outer engine holed, the oil tank feeding the port inner engine punctured and empty, the engine bone dry and just about ready to quit. The port side of the fuselage looked like a sieve with everything, including the bomb doors holed, the fairings which cover the wheels of the under-carriage shot away, and one tyre burst. Despite all this damage the skipper brought her in for a good landing, and not one member of the crew was injured.

LAST-MINUTE NEWS

AUXILIARY SERVICES MEET

At RCAF Overseas Headquarters, London, a three-day conference of Auxiliary Service officers and supervisors is in progress. The sessions started yesterday morning and will continue until Thursday evening.

Attending are supervisors of Canadian Legion War Services, Salvation Army Canadian War Services, Knights of Columbus War Services, Canadian Y.M.C.A. Overseas and the Auxiliary Service officers of the Royal Canadian Navy, Canadian Army Overseas and the Royal Canadian Air Force.

Papers on all phases of Auxiliary Service work are being presented by experts in these various fields.

BERLIN RAIDS

(Continued from page 1)

side, out over Berlin again Saturday night. Relatively light opposition was encountered and the Lancaster men reported smoke rising "way above us and mushrooming out." Sgt. G. R. Sweetzr, London, Ont., Goose Squadron gunner, claimed a "probable" enemy nightfighter. "It was a single-engine fighter," said Sweetzr. "I first sighted him near Lillie on the way back. At 600 yards I hopped him up and down and across, seeing my tracers pass through the kite. After that he dived away and disappeared beneath the clouds."

Like a Movie

Skipper of a Leaside kite, F/L Johnny Allen, Black Harbor, N.B., told of smoke rising to a tremendous height. "I also saw a Me.109 shot down," he reported. "It didn't look real. It was like a fake-colored movie." Other Canadian Bomber Group men participating in the raid were Sgt. Jack Cobbett, Hamilton; W/O John Scott, Toronto; Sgt. Walter Ferynghough, Victoria, B.C.; Sgt. Vern Musser, Wallenstein, Ont.; Sgt. John Kennedy, Brockville, Ont.; F/S Jerry Lamphier, Toronto; Sgt. Andy Lagimodiere, St. Vital, Man.; Sgt. Vic Racher, Hagersville, Ont. Many Canadians were also flying with RAF Lancaster squadrons. "It was an eerie feeling to fly along knowing that hundreds of other Lancs. were making for the same area," said F/O P. H. Taylor, Winnipeg, rear-gunner in a RAF Lanc. "Occasionally we would see the shadow shape as one of our kites came close, but we never saw an enemy aircraft or even a fighter flare over the target." Some of the Canucks with RAF squadrons were F/O R. W. Braid, Hamilton; P/O K. I. Johnson, Toronto; F/S K. T. Porter, Calgary; P/O H. B. Rhude, Ottawa; W/O R. A. Westad, Quill Lake, Sask.

Three RCAF squadrons of Lancasters, the Goose, Thunderbird and Leaside, took part in their second consecutive night's smashing at Berlin Sunday night. Members of the Leaside squadron reported a "real prang," and according to F/O John Whaley, Leamington, Ont., a pilot, "It was bright as day over the target. You could see our attacking aircraft standing out in the reflection of the clouds." Others in the same crew were Sgt. K. Doyle, Vancouver; W/O Jim Lynch, Peterboro, Ont.; F/O John Burrows, Montreal; W/O Don McDonald, Goderich; Sgt. Paul Driver, Toronto. "The sky markers were bang on; really lovely," commented P/O Bill Meaden, Edmonton. "A Focke-Wulf loomed up right in front of us over the target. It skimmed right over our port wing, coming right at us. I yelled 'Yipe' and Ron (Ron McEwen, Verdun, Que.) yelled 'Yipe,' but I guess he didn't see us."

Businesslike Bell

"Me, I never look out," said P/O Jimmy Bell, Drew, Ont., navigator in the same bomber. "I just looked down to see the cockpit was gone, and started planning how to get home." A Thunderbird pilot who made his sixth trip in the Sunday attack, F/S R. H. Jarman, of Edmonton, said, "It was a night fighter defence and we had six separate encounters going and returning from Berlin." He reported a bright red flame reflecting through ten-tenths cloud layer and plenty of concentrated bomb bursts in the target. His midupper gunner, Sgt. Bill Dovell, Eastend, Sask., said the sixth attack was the most vicious and the closest. While he was busy with an FW190 making a head-on attack, a JU88 came in from starboard and let go about 200 yards off. Both Dovell and the rear-gunner concentrated on him and scored many hits, claiming the JU as damaged if not a definite kill.

Although searchlights couldn't penetrate thick cloud to cone the aircraft, they managed to silhouette them for fighters flying above, according to P/O J. D. Brown, a Thunderbird mid-upper gunner.

Other Canadians in the raid included F/O H. H. Bow, Vancouver; F/S Eddie Quinn, Montreal; W/O Ray Haddleton, Climax, Sask.; F/S Carlo Demaria, High River, Alta.; F/O Ted O'Gorman, Perth, Ont.; F/S Gordon Atkins, La Riviere, Man.; P/O Jim MacIntosh, Revelstoke, B.C.; F/O Dave Hunter, Sutherland, Sask.; Sgt. Bill Douglas,

MISSING, BELIEVED KILLED ON ACTIVE SERVICE. F. O. E. Mass, Anderson, Sgt., Rocky Mountain House, Alta.; G. F. Smith, Sgt., Sherman, Texas.

SALVAGE SUPERVISOR IN A FIAT PLANT

Sgt. Rainville, Motor Mechanic, Used to Hold Down One of the Strangest Jobs of the War

attacked by enraged Arabs after an accident because the teeming pedestrians had no mechanical experience, and could not understand why trucks did not behave like camels or horses. After watching the mosquitos at Edku move in almost solid masses a few inches above the earth in the evenings, carrying with them the threat of malaria, Sgt. Rainville says he considers the Canadian mosquitos singularly well-mannered. Despite his almost constant travelling in North Africa, the outstanding motoring experience of his life came one cold, wet day in England, just before he left for the Middle East.

He stopped his motorcycle at a village in Hertfordshire to ask a tall severe-looking policeman for directions. Rainville was wearing an old flying suit which he had acquired from a Free French airman, and at that time Britain was standing by for invasion. "Hmm," the bobby muttered through a neat moustache, "A French accent, an RAF motorcycle without licence or fenders, a Free French flying suit and RCAF insignia on his tunic."

Sgt. Rainville was escorted to the nearest police station. The matter was clarified when the irked sergeant produced his identity card and received the apology of the embarrassed policeman. Sgt. Rainville has just recovered from a siege of malaria and was recently discharged from a Canadian hospital in Britain after returning from the Middle East.

"I didn't mind escort work at all," he reminisced. "I could always drop back to the last truck, the cook wagon, and talk the boys out of a sandwich. It was okay if you didn't mind a little sand." His first driving instructions at Port Said were: "If you happen to hit a 'W.O.G.' don't stop; report it to your M.T. Officer." This was puzzling for awhile, until experienced drivers told him of men who had been



From the looks of this shot, Sgt. Marcel Rainville, Montreal, has kicked the starter on a hack before. So would you if you had done hundreds of thousands of miles on hacks in the Middle East. (Official RCAF Photograph.)

SALVAGE SUPERVISOR IN A FIAT PLANT

ONE of the war's strangest jobs fell to Sgt. J. M. Marcel Rainville, Montreal, while he was an M.T. mechanic in the Middle East. Generally Italians and Arabs don't make music together, and Rainville had the unique job of supervising a production line in a Fiat factory in Tripoli, operated by Italian and Arab mechanics, where the burned-out wrecks of trucks and cars left in the wake of the advancing Eighth Army were salvaged and repaired.

For the most of his two years out there, Rainville ploughed through plenty of sand as a motorcycle convoy scout. It was just before the conquest of Sicily that he became part of the Fiat factory. Working with Italian and Arab mechanics, Rainville learned to speak fluent Italian and to keep his hand near his revolver.

Within two months of taking over the plant they were salvaging and turning out more than a hundred fully repaired trucks each day. Parts of British, American, Italian and German equipment were interchanged, but the products ran nicely.

"Food was very scarce when the Eighth Army arrived in Tunisia," reported Rainville. "There were signs in townlets reading 'Tea £1 a cup,' and there were plenty of customers."

Sgt. Rainville estimates he covered three-quarters of a million miles while escorting convoys plying between Alexandria and Tripoli. In one of the heavy trucks would ride his two pets, an African marmoset and a large friendly mongrel. Both animals were given to RCAF lads in Cairo, when their owner was ordered back to Britain.

"I didn't mind escort work at all," he reminisced. "I could always drop back to the last truck, the cook wagon, and talk the boys out of a sandwich. It was okay if you didn't mind a little sand." His first driving instructions at Port Said were: "If you happen to hit a 'W.O.G.' don't stop; report it to your M.T. Officer." This was puzzling for awhile, until experienced drivers told him of men who had been

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CANUCKS WITH RAF ON RAIDS

Many Are Old-Timers In Battle of Germany

Canadian air crew with RAF squadrons were out again on Sunday night in another big attack against the German capital. Many were veterans of raids over German territory, and among these were F/Os C. P. Pesne, Toronto, and R. L. Pinder, Beamsville, Ont. Out of 15 trips over enemy territory they have each made seven to Berlin.

Pesne described a sharp brush with an enemy fighter: "We were about 100 miles from the target on our way home when he opened up on us without warning from dead astern. A cannon shell clipped nine inches off our starboard fin and the starboard petrol tanks were shot up and our hydraulics were put out of action. As soon as the rear-gunner opened fire down the path of his tracers, he sheared off."

"The flak was so thick we could have stuck down our wheels and ridden on it," grinned F/S McSherrman, mid-upper gunner, Toronto. "There were flak and fighters around and the tracers were flying crosswise as well as straight up. We flew in clouds practically all the way and the condensing mist kept running off the window and into the turret."

All aircraft of the squadron returned safely to the base. Other Canadians taking part in the raid were F/S L. C. Smart, Leduc, Alta., wireless operator; F/S R. S. Barre, bomb-aimer, Avonmore, Ont.; and Sgt. J. H. Fraser, Victoria, B.C., rear-gunner.

BAR TO D.F.C. WON BY S/L NORTHCOTT

S/L G. W. Northcott, Minnesota, Man., has been awarded a Bar to his D.F.C. in the latest list of decorations published in the London Gazette. A D.F.C. went to a bomber pilot, F/L D. Midgley, Paris, Ont.

Since being awarded his D.F.C., S/L Northcott has destroyed four enemy kites to bring his total to nine. "S/L Northcott's fine fighting spirit has been an inspiration to all members of the squadron he commands," says the citation.

F/L Midgley got his gong for work on heavily defended targets and particularly for a job on Hanover. On the way in his kite was heavily damaged by flak. Midgley continued, bombed the target and got home safely. He is cited for skill, courage and devotion to duty.



INDIGESTION? -no thank you!

Two Moorland Tablets are all you need in order to enjoy your meals without fear of gastric trouble. Read what this soldier writes to us: "I have suffered from Gastritis for years and on joining the Forces I had to enter hospital for treatment and diet. On discharge the trouble recurred, but I was recommended to try 'Moorland' Tablets. I can safely say I am now much better than I have been for ages, thanks to 'Moorland's'." (Signed) Cpl. H.E. R.A.O.C. Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorland's - that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc. Sold at all Chemists, 1/5d., also in 6jd. packets (incl. tax).

COMMISSIONED

Pilots: H. C. Easley, Campbellville, Ont.; L. L. Mackinnon, Penoka, Alta.; I. E. J. Little, Milltown, N.B.; D. O. Blake, Hamilton, Ont.; D. W. Warner, Kennedy, Sask.; R. W. Stacey, Hinton, Alta.; E. D. Cornelius, Vancouver, B.C.; R. Griffiths, Vancouver, B.C.; D. D. Nicholson, Winnipeg, H. H. Rice, Montreal; F. W. Burgess, Drumheller, Alta.; B. A. Leader, Toronto; F. W. Leri, Ryley, Alta.; N. F. Houghton, Toronto; G. E. B. MacKenzie, P. S. MacGillivray, Dalkeld, Ont.; R. H. Larson, Dinmore, Sask.; A. L. Olson, Montreal; J. D. Douglas, Toronto; H. G. Knight, Surrey, B.C.; J. M. McLaughlin, Morris, Man.; C. D. Porter, Palmouth, N.S.; J. B. Mill, New Westminster, B.C.; J. M. Calvert, Bissar, Sask.; D. R. C. Jamieson, Toronto; D. M. Mackenzie, London, Ont.; F. D. Schofield, Montreal.

Navigator: J. A. Raven, Flin Flin, Man.; W. Ellis, Toronto; J. D. Ritch, Saskatoon; A. P. Gibb, Vancouver; G. I. Allan, Imperial, Sask.; L. W. Leggat, Birnie, Man. Wireless Operator/Air Gunners: R. G. Scott, Toronto; T. Goldsmith, Kirkland, Ont.; D. S. Smith, Winnipeg; J. R. Dunbar, Calgary; G. G. Gordon, Saskatoon; J. S. H. Weeman, Souris, P.E.I.; R. M. Chisholm, New Victoria, Cape Breton, N.S.; J. W. Hughes, Hamilton, Ont.; D. A. McDonald, Montreal, P.Q.; H. E. Bowman, Shaunavon, Ont.; R. L. Dixon, West Kildonan, Man.; M. L. O'Grady, Hamilton, Ont.; J. J. Copeland, Hamilton, Ont.; J. G. Odel, Edmonton, Alta.; A. A. Johnston, Little Harbour, Souris, P.E.I.; G. C. Forster, Elmsdale, Hants, Co. Ennis; H. F. Blair, Quebec; J. F. Ramsden, Dauphin, Man. Administrative (Intelligence) Branch: J. G. Gustak, Winnipeg.

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HONOURS LIST

(Continued from page 1)

Mentioned in Despatches W/C R. E. E. Morrow, D.F.C. S/L R. Dobson, S/L P. H. Douglas, S/L E. B. Hale, S/L H. C. Vinnicombe, S/L B. R. Walker, D.F.C., S/L K. C. Wilson, F/L J. G. Gohl, F/L J. Howell, F/L B. Hutchinson, F/L P. Lonseth, F/L N. N. Lougheed, F/L D. W. Morrison, F/L R. D. Renwick, F/L B. G. Smith, F/L D. B. Ward, F/O C. S. Buchanan, F/O W. R. Booth, F/O R. H. Cousins, F/O E. J. Martin, F/O R. E. McBride, F/O J. A. Richard, F/O A. K. Sonnenchsen, P/O J. E. V. Banning, P/O W. S. Snyder, P/O R. R. Stevenson, W/O C. A. Best, W/O J. A. Dobson, W/O J. F. Irvine, W/O C. E. Isenor, W/O R. W. MacDonald, W/O G. McNeil, W/O L. H. Stewart, F/S A. E. Martin, F/S T. L. Simpson, F/S J. W. Stocker, Sgt. F. J. L. Earl, Sgt. G. F. MacAdam, Sgt. W. S. Sherwood, LAW Lillian Snyder. Commendations W/O E. S. Smith, F/S R. P. Baker.

Commended for Valuable Service in the Air S/L D. B. Annan, S/L M. J. Poupere, F/L J. H. Baird, F/L J. S. McKeown, F/L A. P. Spaulding, F/L J. L. Spencer, F/O A. P. Harrison, F/O L. C. Johnston, F/O H. P. Smith, P/O L. J. Hill.

MODERN MOLAR MECHS MEND RCAF MUNCHERS

Dentists Take Up-to-Date Care of Thousands Every Month

Canadians, whose dental health ranks among the best in the world, can be expected to take even better care of their dental assets in post-war years as a result of the oral education and treatment the servicemen receive. This development will be due in no small part to the Canadian Dental Corps attached to the RCAF Overseas, whose 160 members administer to the tens of thousands of air men and women in the United Kingdom, India and the Middle East.

Such impetus has been given the desire for healthy mouths in the RCAF, that unit dental officers are often snowed under with applications for prophylaxis (tooth cleanings) while they are concentrating on cases that require more urgent attention.

With more Canadians arriving in Britain, demands upon the Dental Corps have increased, and as a result the Corps has announced its expansion from a single company into two Base Companies, effective October 20, 1943. In charge of the Dental Corps with the RCAF is Lt-Col. E. M. Wansborough, M.M., E.D., Shelburne, Ont., as assistant director of dental services. Administrative officer is Major J. D. Barnett, Toronto. Under the reorganization, Major L. E. Kent, Lachine, will command No. 18 Base Company H.Q. in London, and Major R. A. Gilbert, St. Thomas, will command No. 19, which will be based at Bomber Group Headquarters. Forty-three officers and over 100 dental assistants and technicians now comprise the two companies.

13,000 Operations in October

As an example of the work done among RCAF personnel at stations or by the 11 mobile clinics in Britain and overseas, more than 7,600 patients were treated, totalling more than 13,000 operations in October. Since this branch of the corps inaugurated its own supply control in December, 1942, a total of 250 pounds of amalgam, 35 ounces of gold and 211 ounces of porcelain have been placed in RCAF teeth. That the service receives the results of the latest developments in dental research is shown in the fact that 175 of the new type acrylic dentures have been provided on special authorization.

Although the demands for dental services by the average member of the RCAF is considered extraordinary, air crews and radio operators on isolated outposts lead all other branches. They make good patients, too, according to Capt. F. M. Murray, Calgary, who has

ARE YOU A PIANIST?

The Tarmacs, first RCAF Overseas Concert party, need a pianist. If you have had previous stage or concert party experience as a piano player and can double on one or more instruments, preferably trumpet, clarinet, violin or accordion, then send your application in to Auxiliary Services, RCAF Overseas Headquarters, London. Versatility is essential.

CANUCK BOMBER SATISFIES CREW

Can Canadians build Lancasters? The answer comes from some of the men who recently flew one of the bombers across the Atlantic.

"They're tops," says F/O Art Manwaring, Toronto. "I haven't been in anything that can touch them. We made excellent time coming over, bucked stiff cross-winds, but had no trouble at all."

Art, who used to play football for East York C.I. in Toronto, nearly made the crew of the first Canadian-built Lanc. to fly the ocean. He had to be content with the second trip.

Navigator in the crew was PO Perc. Muir, Toronto. Says he, "Gosh, I'm just a rookie in this business. My first trip over, but I'll tell you this: We were up to 23,000 at one time. It was minus 36 outside and we were working in our shirt sleeves. Whoever thought of that heating system back home should get a medal. If you want the real lowdown ask Dan. He's been around."

"Dan," or F/L D. L. Daniel, D.F.C., D.F.M., an RAF man, described the aircraft as "magnificent."

"Extremely fast, very easy to handle, comfortable and warm. We made excellent time. It's a great job."

F/O Cabell, from Aberdeen, says, "Aye, she's a grand ship. Your folk back home should be proud."

served the RCAF from London for the past 14 months. Many of his patients are personnel stationed at such places as the Orkneys and Hebrides, who visit him religiously each time they are on leave in London.

As a result of the restoring of their teeth by acrylic crowns and bridges, many members of the RCAF can really smile their appreciation of the services thus rendered by the Canadian Dental Corps.

CASUALTIES

KILLED IN ACTION. H. D. Dwyer, F/O, Carniss, Sask.; W. J. Hoar, F/S, London, Ont.; D. D. Johnston, F/O, Toronto; G. R. Smith, Sgt., Vancouver.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. Leslie John Deschamps, Sgt., Windsor; T. Dubesse, Sgt., Richmond, Va.; W. Kinard, F/S, Edmonton; W. T. Lewis, F/O, D.F.M., Montreal; E. A. Norman, F/O, Windsor and London, Ont.; K. E. Price, Sgt., Cornwall, Ont.; R. H. Stewart, F/S, Welland, Ont.; E. G. Thornber, F/O, Winnipeg; J. W. Toon, F/S, Murrayville, B.C.; F. H. Blake, F/S, Montreal; R. M. Costello, Sgt., Waseca, Minn.; C. R. Cowling, F/S, North Hamilton, Ont.; A. S. Green, Sgt., Delisle, Sask.; R. J. Keyes, F/O, Regina; J. F. J. P. Prieur, F/S, Montreal; R. Webber, F/S, Missoula, U.S.A.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. H. B. Bertrand, D.F.C., F/L, Stevensville, Ont.; W. A. Black, F/L, Vancouver. A. Carruthers, P/O, Duryea, Penn.; D. J. Curtin, F/L, D.F.C., New York; F. L. E. Dupre, F/O, Kingston, Ont.; D. C. Lissom, F/O, Toronto; G. H. MacPherson, F/S, Toronto; G. D. Murray, Sgt., Toronto; D. J. Navin, Sgt., London, Ont.; G. F. J. Phallepin, Sgt., Prudhomme, Sask.; A. C. Porter, Sgt., Marjory River, P.E.I.; D. V. Prosser, Sgt., Brownsburg, P.Q.; O. H. Sibson, Sgt., Regina; L. C. Smith, F/S, Regina; H. W. Stewart, F/S, Marate; R. V. Thomson, Sgt., Toronto; J. R. Turp, F/O, Beaverton, Ont.; R. A. Weese, P/O, Belleville, Ont.; J. G. Alder, Sgt., Alliston, Ont.; R. O. Blackhall, P/O, Vancouver; G. H. McCarty, F/S, Tantallon, Sask.; R. O. M. Dunlop, Sgt., Hamilton; W. J. Freeman, F/O, Battle Lake, Alta.; S. Hanson, Sgt., Los Angeles; W. H. Hill, Sgt., Saskatoon; F. S. Lane, Sgt., Kelowna, B.C.; C. F. Mabey, F/O, Toronto; J. R. Martin, Sgt., New Westminster; G. D. S. Mitchell, F/S, Halifax; F. H. Purchase, F/S, Toronto; L. N. Rehboeth, F/O, Cayuga, Ont.; L. N. Selthun, F/O, Ardmore, Alta.; J. V. O. Wood, P/O.

WOUNDED OR INJURED IN ACTION. J. Kolut, P/O, Parkerville, Sask.; C. L. Lowe, Sgt., Bradwardine, Man.

MISSING, BELIEVED KILLED IN ACTION. C. Z. R. Christianson, Sgt.; D. B. Fulton, Sgt., Balfour, Sask.; W. W. Kozicki, Sgt., Fort William, Ont.; C. G. McDonald, F/O, Westmount, Que.; J. E. Ryan, F/S, River-side, Ont.; K. G. Smallley, W/O, Humboldt, Sask.; J. A. O. Strachan, F/S, Mulgrave, N.S.; M. H. Thompson, P/O, Fort William, Ont.; W. G. Bellinger, F/O, Windsor, Ont.

MISSING. S. K. Atkinson, P/O, Kapuskasing, Ont.; F. C. Boulter, F/S, Owen, Alta.; E. M. Cookin, Sgt., Tankanavie, Madagascar; L. F. Cook, F/S, Lindsay, Ont.; G. G. Donaldson, F/O, Toronto; W. J. Erly, F/O, St. Stephen, N.B.; C. V. Galavan, P/O, South Nelson, N.B.; W. A. Grant, P/O, Fort William, Ont.; A. Harrison, F/S, Cornwall, Ont.; L. E. Logan, S/L, D.F.C., Ont.; D. H. Long, P/O, Balfour, Sask.; J. C. Lowther, F/O, Tuxedo, Ont.; J. R. Miller, F/S, Megantic, P.Q.; B. A. J. Symonds, P/O, Vancouver; T. D. Trippo, F/O, Baltimore, Maryland; R. E. Bant, P/O, Imperial, Sask.; W. B. Ballantyne, Sgt., Unity, Sask.; J. J. Beaton, F/O, Westbourn View, Inverness, Co., N.S.; J. T. Hesina, S. A. Driscoll, P/O, Shaunavon, Sask.; W. B. Eaton, F/S, Chilliwaak, B.C.; H. E. Evans, Sgt., Marath, Alta.; R. G. Gustafson, F/S, Avenha, B.C.; W. H. A. Hamill, Sgt., Windsor; M. O. Harrington, Toronto; J. H. Kelly, F/O, New Westminster; D. H. Macdonald, P/O, New-Wallford, N.S.; H. C. A. Mayhew, F/S, Vancouver; F. J. Neal, F/S, Montreal; P. O. Parsons, F/O, London, Ont.; W. C. Ottawa, E. Rogers, F/S, Robertson, Sgt., Rudd, Sgt., Erskine, Alta.; L. G. Skerry, Sgt., Germantown, Hants, Co., N.S.; F. J. Small, F/O, Lac du Bonnet, Man.; A. J. C. Steinacker, Sgt., Staffort, Ont.; M. B. Summers, P/O, Vancouver; S. E. G. Thors, Bourlambaque Co., Antibii, P.Q.

MISSING, BELIEVED KILLED ON ACTIVE SERVICE. E. Mass, Anderson, Sgt., Rocky Mountain House, Alta.; G. F. Smith, Sgt., Sherman, Texas.

KILLED ON ACTIVE SERVICE. H. H. Evans, Sgt., Vancouver; R. H. White, P/O, New Westminster, B.C.; Sgt. Fort Fraser, D.O. G. McKeenzie, W/O, Grand Forks, B.C.; A. B. McPherson, Sgt., Oids, Alta.; C. E. Wiggle, W/O, Suttion West, Ont.; J. M. Allen, Sgt., St. Montclair, V. J. Dunnican, Sgt., Fishing, N.Y.; F. H. Granger, F/O, Kam-

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE. C. C. Shook, Sgt., Toronto; M. B. Valette, Sgt., Montreal.

DIED ON ACTIVE SERVICE. W. J. Oliver, P/O, Sarnia, Ont.; T. W. Draper, Sgt., Saskatoon.

PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR. W. J. Markowsky, F/O, Sokol, Sask.



WHEN the Air Ministry issues its communique it tells of the great raids on the Reich, of smashing fighter victories and tough tussles with enemy U-boats. Often the communique ends with the rather terse sentence, "mines were laid in enemy waters."

When "mines are laid in enemy waters" F/S Steve Dechka, Brandon, Man., is often one of the lads who helps in the laying. He works with a squadron that claims to be the second oldest in the British Empire. Up until recently they flew Stirlings, but when Steve gets back into action with them it will be in Lancs.

According to Steve, very little happens on these mine-laying jobs. "You don't see anything and you don't know anything until you get back," says Steve.

With Steve on the same squadron is F/S Bill Kinley, another Manitoba boy, this time from Belmont. Bill is a navigator.

Spending leave with Steve recently was F/S "Dutch" Bolton, Morden, Man. He has just finished a session at O.T.U. There are four other Canadians in his crew. The skipper is F/O P. Pengeley, Toronto, the navigator, W/O MacDonald, Barrie, Ont.; WAGs F/S Perrett, Vernon, B.C., and F/S Woodnutt, Vancouver.

One guy who will come out of this war without his Canadian twang is W/O Harry Meagher, Calgary. Harry is instructing in signals in Scotland, and already his native tongue has become spattered with "wha haes" and "och ayes."

Before Harry got this spot in the Highlands he did a tour of Coastal Command Sunderland operation off the West Coast of Africa. The only sub. he saw on his 800 hours of patrolling was a British one.

One foggy day their huge ship struck a hill, just after the take-off. Harry was standing in the astro hatch when the kite hit. "Somehow," he said, "I don't know how I got out. I remember running out on the wing, and all I could think of was the full load of depth charges and gas we carried. A section of the wing had ripped away, and was blazing fiercely. I must have been moving plenty fast because I was three hundred yards away when she blew up."



W/O Harry Meagher

On a flight over the Bay of Biscay the kite acted up, and they did a forced landing and wound up interned in Portugal. That meant two days in jail, and the rest of the time in civilian clothes and the bright lights of Lisbon. Harry managed a stretch of holiday over the Yuletide season where he partook of much

turkey and trimmings. By way of contrast, last year, his festive board groaned with bully beef and bush cow.

Back in London after a tour of ops with the RAF out of Gibraltar is W/O Fraser Crowdis, better known to his friends as "Shorty." He was on the Rock about a year. During that period he got in a few pot shots at jerry kites. "They were long-range efforts," says Shorty, so he won't commit himself on results.

Two other members of his crew were Canadians, the pilot, P/O Herb Brunini, Montreal, who is now back in England in hospital, and F/O Vern Johnston, Victoria, B.C., the bombardier.

Shorty, since he has been back in Old Blighty, is trying to get in touch with pal P/O "Doddie" Gray, Montreal. He arrived back from the Middle East some time ago.

No, Eh?

"Don't print it," screamed six flight sergeants in chorus as they told their tale of woe after completing their fourth O.T.U. A seventh flight sergeant, obviously not just coming off his fourth O.T.U., merely grinned.

The six are: "Gib" Streeton, Plunkett, Sask.; Bill Fleming, Caledonia, Ont.; "Moe" Galbraith, Thornton, Ont.; "Alf" Taylor, Carlyle, Sask.; "Cliff" Dore, Quebec; Jimmy Burke, Barrie, Ont.

Two other flights, moaning about the same four O.T.U.s, were Rad Beaton, Cape Breton, N.S., and Tom Edgington, a northern Saskatchewan lad.

BASKETBALL SEASON OPENS ON SQUADRON

Basketball has been started on one RCAF squadron over here. The sports officer, F/O Ted Wildgoose, Winnipeg, secured a vacant hall for a court; backboards and hoops came from the equipment and works section of the RAF Station where the Canadians are based and the boys play in anything from issue fatigue clothes to undershorts.

Hardest fought games are those between air or ground crew personnel and the officers, the majority of whom are air crew. The airmen have the edge to date. In the last game they were on the long end of a 32-18 score.

LACs Larry Kilgour and Doug Smith, both of Toronto, starred. F/O Jimmy Gibbons, Vancouver, and F/L Ross Rowlands, Moncton, N.B., sparked the attack of the officers. The officers had to play without subs. It was time for the annual shots in the arm, and the M.O. had got in a little needlework on the officers' lineup.

- Airmen's Team: Cpl. Bob Aebler, Burnaby, B.C.; LAC Barney Hill, New York City; LAC Doug Smith, Toronto; LAC Larry Kilgour, Toronto; LAC Chris Palladine, Toronto; LAC Bob Nelson, Chilliwack; LAC Wilf Retzinger, Kitchener. Officers: F/L Ross Rowlands, Moncton; F/L Keith Reynolds, London, Ont.; F/O J. Gibbons, Vancouver; F/O C. Finlayson, Victoria, B.C.; F/O T. Wildgoose, Winnipeg.

COMBAT TRAINING FOR BOMBER MEN

Don't bother picking a fight with a bomber boy who has just been posted to Conversion Unit. You'll find yourself flat on your back, because in between leaving O.T.U. and arriving at Conversion a bomber boy has had a concentrated dose of army training known as "a battle course."

Sgt. Bill Chandler, Calgary, with his crew-mates, Sgt. Harry Moncrieff, Belleville, Ont., and Sgt. Keith Wynn, Truro, N.S., are the latest lads to complete the course on "how to fight without rules." For example, after a stretch of arm twisting, juditsu, unarmed combat and assault courses, it enabled Keith Wynn, "the only man who is able to stand upright in his turret," to throw six foot something, F/S Bill Bell, Calgary, or a row of tomatoes.

They also learned to jump fifteen foot brick walls, but no one has ever equalled the jump taken by their instructor, flight sergeant in the RAF Regiment. It was the boys' first introduction to the flight, a man with 22 years in the Army behind him.

At 6.30 a.m., which is early, the flight came into the boys' room, hollering. The Canucks new to the station didn't jump out of bed immediately. After the flight circled the room and awakened everybody, one Canadian lifted his head and with typical North American freshness said, "Aw for — sake, shut up."

The flight sergeant hit the ceiling. "That's just one incident out of many funny things that happened at the school," said Bill. "After such a course, we'll never be the same boys again. Oh, my tired, aching back."

HOSTS TO TOTS

By W/O MIKE BERENSON

PEACE on Earth, Goodwill Toward Men... How true those words rang during the festive season at our unit.

During many days which he treasures long after they have passed into oblivion. Such was the case on Wednesday, December 22, at our RCAF station. On this occasion we found ourselves donning the garb of Father Christmas and playing host to nigh on 150 of Britain's grandest young citizenry.

To think that the drab N.A.A.F.I. "edifice" could be transformed into a fairytland... a sprinkling of stars... a garland here and there... and the smiling face of Old Nick himself at every turn, all this and the magic lights twinkling on the Christmas trees made it seem like "Heaven on Earth."

The party was given a speedy send-off by F/L J. T. Jones, chairman of the Station Entertainment Committee, who on behalf of the commanding officer successfully launched the affair.

The entertainment, which was accorded a most enthusiastic reception, commenced with the showing of specially selected movies for youngsters (of all ages—and all ranks). This was quickly followed by refreshments, which came—and went! With tumblers filled it was natural that they burst forth into spirited song. How easy their voices flowed under "the able direction" of our two mad-cap clowns who answer to the names of Cpl. "Cherry" Cherrington and LAC "Solly" Bindman.

With the momentary cessation of hilarity our commanding officer, G/C.D. Massey, was "permitted" to say a word to our guests. He explained the reason for Santa's delay in arrival. He vaguely mentioned some motor trouble—how true that was Santa, ably substituted by W/O "Dutchy" Reinholdt, was somewhere behind the scenes "warming up his engine."

But at last Old Nick "taxied" into the room on the crest of an outburst of approval. It was a grand afternoon for all, and to those responsible, our guests, the commanding officer, the Entertainment Committee, Y.M.C.A., N.A.A.F.I. staff, Sgt. "Benny" Renaud, who excelled as Master of Ceremonies, and all the station personnel who so generously donated to the cause, we offer sincere gratitude.

Let us hope that some-day in the not too distant future we realise occasions such as these among our loved ones back in the Land of the Maple

GEOGRAPHY IMPROVED

After a dozen trips over Japanese-occupied Burma, F/O R. V. Trotter, Sibbald, Alta., has become quite adept at picking out such towns as Prome and Akyab. Back in the old geography class in school he probably couldn't have done that trick for teacher. It's all the result of being a crack navigator with a RAF Wimpy squadron in India. He arrived in the exotic land last July after a short stay in Britain.

LEASIDE LANCASTER GASSES UP



A gas truck slides gently under the nose of a Lancaster bomber of the Leaside squadron. In the gathering dusk ground crews get ready to top up its huge wing tanks. Bombs will fall on Germany to-night. Purty pitcher, ain't it? (Official RCAF Photograph.)

CREW ROOM CHATTER AT CANADIAN BOMBER GROUP

Tallest Canadian in RCAF Bomber Group is S/L J. W. "Junior" Bootle, Vancouver. Twenty-seven years of age, his 215 pounds is mounted on a six-foot-six-and-a-half-inch frame. "You ought to see my young brother, though," he says. The young brother stands a half-inch taller than the squadron leader who juggles accounts for the base commanded by Air Commodore C. M. McEwen, M.C., D.F.C.

Another Canadian sports figure, who is holding down an adjutant's job with the RCAF, is F/L Nick Carr. He is director of the Canadian Lawn Tennis Association, the Ontario Tennis Association and a Toronto cricket club before the war.

Former amateur boxer and rugger player, P/O Tom Spink, Vancouver, recently realised an ambition when he got his Leaside Squadron Lanc. named after his young son, Robert, one of two. The kite is now called "Bobby Boy."

Both the Lion and the Bison Squadrons blossomed forth with new adjutants this week. F/L O. R. Martin, Toronto, is with the Lions, and F/L C. R. Higgins, Nelson, B.C., looks after the Bisons' paper work.

Instructor Instructed

For 15 months F/O Max Wilson, Petrolia, Ont., was an instructor at Hagersville, Ont. He taught many young Canadians to fly. Now with the

Thunderbird Squadron, he finds a couple of his pupils with the same outfit as veteran skippers, notably F/L Les McCraig, D.F.C., Ormstown, Quebec, and P/O Ted Griffin, Hamilton, Ont. "Prof." Wilson is now getting "genned up" on operational tricks from his former pupils.

S/L Barney Rawson, D.F.C., Hamilton, Ont., a former Bison Squadron flight commander, and S/L Vaughan Sanderson, D.F.C., Edmonton, who held a similar post with the Lion Squadron, are continuing the rivalry which existed when their units shared the same station. Doing important jobs at Group Headquarters, they carry on their perpetual "feud." Feudin' consists of dart games and table tennis battles. Bison Squadron is slightly in the lead.

Back in Great Britain after a stay in the Middle East, intelligence officers F/L George Munro, Stratford, Ont., and F/L Bill Bentley, London, Ont., are spinning tales of the mystic east to the lads on their new station.

One of the men who keep games going among airmen on one station is Sgt. Jock Stephen, Rosemount, Que. He organises track meets, basketball, golf, baseball, hockey and badminton, was at No. One Wireless School at Montreal before coming overseas. A sister AWI Barbara Stephen, is a member of the W.D.s at Training Command H.Q., Calgary.

NOT CRAZY, JUST FIT TO BE TIED

When a man bites a dog, that's something. But when a man bites the end off another man's tie, you'd say it was time to consult a psychiatrist. Members of an RCAF intruder squadron are going the rounds these days minus the ends of their ties but unworried about the minds of the bitter-offers. It is just an old Christmas ritual started by a visitor to the mess.

Christmas Eve, a visiting Belgian fighter pilot wearing a D.F.C. was standing alongside F/O Johnny Caine, Edmonton, as he said "We are good friends, we shall observe a Christmas habit of good fellowship." With that, he pulled the Canadian's black cravat out and bit off a good-sized piece. It started an epidemic and to-day the boys finger jagged tie edges and look back on a joyous Christmas Eve.

F/O G. Morris, intelligence officer from St. Catharines, is convinced that those who chewed his, must have been hungry. He didn't have enough left to make a bow tie. And F/O Bert Ford, Lacombe, Alta., endorses those sentiments. All he had left was a knot.

THE MAIL BAG

By "POP" POPLOWSKY

A POSTAL clerk, surrounded by hundreds of parcels, letters and N.C.O.s., shook his tumbled, greying head and said, "Christmas comes but once a year—thank God!" And all the other officers, N.C.O.s. and airmen raised their eyes heavenward and chorused, "Hallelujah."

LAW Scotty "Get-Cracking" Forbes tried to out-Hyde Hyde Park. Her vociferous volley is still ringing in our ears. For confirmation see Cpl. "Tiny" McKnight. He was in the front row.

When AC McLeod calls for his assistant LAW Osborne, the "woo-woo" that fills the air will almost raise the roof.

LAC Harry "Molsha" Duckworth (and oh yes, "E" Group confirmed) was wending his way homeward for Christmas dinner when he found a suitcase in the gutter. Investigation disclosed a new suit, three shirts, some socks, three quarts of spirits (gin, etc.) and a "jimmy." The last object sent "Molsha" hurrying to a police station with the case, the spirits too! "It took real will power," he said, "to give up those bottles on Christmas Day."

Love in Bloom in Szpak

LAC Ted Szpak has been seen lately looking in jewellery store windows. Something tells us that some Manchesterite will be "third-finger-left-handed."

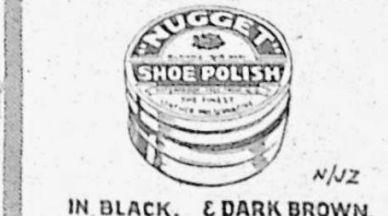
ACI Alfred McDuff also has a touch of Dan Cupid's disease.

We bid adieu to LAC Jack Nezon on posting. Best of luck, Jack.



For Extra Smartness the shoes of more & more officers are being polished with

NUGGET SHOE POLISH



IN BLACK, & DARK BROWN.



Thank goodness

I always bought

'Viyella' SERVICE SHIRT

COOL WHEN IT'S HOT - WARM WHEN IT'S NOT

Comfortably soft to the skin, 'Viyella' Service Shirts have been on active service for half a century, and are still right for any battlefield, any climate. Made in regulation khaki, Air Force blue and white.

WITH THE 'RADIO MECHS.

VISITING FIREMEN

Radio Ops. Insignia

While it is a truism that all radio mechs wear sparks on their right sleeve, it does not follow that every Joe that wears a spider is a radio mech. The lads of another trade, radio operators, wear 'em.

We bumped into three of these lads the other day. "Ah, radio mechs."

"Nuts," came the reply from LAC Lloyd Johnson, New Westminster, B.C. "We're a step lower, Grade C." Lloyd was with fellow ops LAC Ivan "Baldy" Holl, Toronto, and LAC Gordon Bayham, Exeter, Ont.

For RCAF boys the trade R.T.O. is a bit on the rare side, most of the ground op jobs are filled by RAF men and some WAAFs. The few Canucks who came overseas many months ago, when the need for operators was acute, don't mind the job. They figure they should get a better trade group than "C," though, on the basis that they are among the old timers in the business.

Another of those bashers who expects to stick with the electron streams after the war is LAC Art Wootton, Bruce Mines, Ont., who is floating around Smoke Town on leave for a while. The lanky radio wrestler had 18 months' experience at the Toronto R.E.L. plant as an inspector before forsaking his civvies for a suit of blue. A fast course at Central Tech and another at Clinton and he was heading overseas in May of this year. Before invading the radio field in the Queen City, Wootton had tried his hand at the hard-



LAC Art Wootton

fast course at Central Tech and another at Clinton and he was heading overseas in May of this year. Before invading the radio field in the Queen City, Wootton had tried his hand at the hard-

INTRUDER ANTICS

By LAC GOLDBERG

"I'M Dreaming of a White Christmas" is still the most popular song. And if we couldn't have snow this year at least we've had turkey, our pet officers serving us, and gifts from home.

There's been plenty rolling of the old proverbial ball around the camp: a WAAF dance, a kiddies' party organized and patronized by the squadron, a gala dance on the 27th, not to mention the many affairs organized on the Q.T.

The squadron again was in good stride on the ice rink. Their fourth game played, this win makes three to their credit and only one to the debit. Of course, in all fairness to the team they gave this game to their opponents to ensure worthy competition.

The boys are kicking in with New Year's resolutions. "Smoky" Love, of St. John, N.B., has promised to get on the wagon. Yes, he's going to be led by a nag. "Ribs" Johnston, the "B" Flight corporal from Vancouver, has promised the woman he loves he wouldn't gamble any more. LAC Bob Nelson, the Chilliwak cowboy, has promised to study cribbage. He doesn't appreciate a tender-foot Easterner like LAC Charlie Desjardins from Montreal showing him a thing or two.

Happy landings to Cpl. Brown on sick leave. The boys are rooting for you. Returning to us is one "Major" Hockley, the Beaumontville kid. He's been away on a course. Also returning from leave is LAC MacMain, the "broncho-busting" Westerner.

Hi There, Grimes

We hear Cpl. Grimes, from Ottawa, is doing well in London East 3 (Regards to Doreen). Also that Felix Gauthier is handily taking over from Newhouse. He displaced him by a 295. What a pass!

F/L Gord Thompson, of Vancouver, is a stay-in type... on Sunday mornings. You should see him monkeying with his motor-cycle. You'd think he had climbed a tree with it. I'm not saying whether before or after. First Lt. "Yank" Luna is sporting his RCAF wings on his tunic. S/L Bruce Millar, the padre, had a smashing turnout for his last Sunday service. His sermon was timely and interesting.

Ribs ("I'll die laughing") Johnson spends most of his time convincing the squadron that "P" is the best kite of the lot. Speaking of kites, it would be interesting to see the history and pet names of the crews and painted on the door of each

rock game, working at the Hollinger Mine in Timmins for three years from '38 to '41. He's enjoying the weather around Newcastle these days.

NORTH ENGLAND

By George Maybee

SANTA CLAUS, assisted by the Mailman and Cpl. "Pat" Patmore, is still visiting this unit. Recently "Pat" staggered up the hill to the billet carrying a mailbag laden with 23 parcels, no less, the biggest single bag of the season.

Jim Steele and Paul Quinn acted as "tail-end Charlies" on this "do" and managed to ward off any over-anxious hopefuls until the course to the billet was successfully negotiated. Ironically enough, not one of those parcels had Pat's name on it, but Jim and Pat received some cigs. Vic Swirzon brought down three parcels. However, Cliff London, L.P.R. (Leading Parcel Receiver), still has the best score of the season with his record of seven in a single mail delivery.

Something new was added to the usual smells that pervade the billet when Maurice Kopelow was found the other night cooking onions and salami. Kopelow informs us that in addition to his many other accomplishments he is also a cook extraordinary.

MOSQUITOS WIN THIRD IN A ROW

W/C M. Brown's airfield hockey team unwittingly reverted to 7-man hockey for a few seconds recently on Purley ice, and while F/O Johnny Drope, Regina, sat out the resultant two-minute penalty, W/C Elm's Mosquito squadron puckmen slapped home two quick goals to break a 1-1 knot and then surged on for a 5-3 victory.

It was the Mossie gang's third win in as many starts, while the loss was the first in three tilts for the combined Red Indian-Wolf squadrons club. Scoring starts were F/O Mac McCormick, Edmonton, with three for the Elms squad, and LAC Arnold Wood, who counted the other two. The losers' goals went to F/L Harry Patterson, Hamilton; Sgt. Lloyd Bowles, St. Catharines, and F/O Bob Pentland, Calgary.

In the third period, LAC Carl "Shifty" Kerr, Transcona, Man., collided with another player, fell to the ice and broke his collarbone as well as suffering a slight concussion. The centre-ice star was reported out of danger at a nearby hospital hours later.

ELMS: Goal, F/L D. Burgess, Biggar, Sask.; defence, LACs S. Bolden, Fort William, and Percy Maclean, Winnipeg; centre, LAC Art Wilson, Paris, Ont.; wings, LAC Arnold Wood, Miami, Man., and LAC Roy Gross, Woodstock, Ont. Sub: LACs Doug MacPherson, Winnipeg; Paul Leclair, Biggar, Que.; Cliff Jessop, Toronto; C. Carles, Berlin, Man.; F/S Al Jones, Dunnville, Ont.; F/O Mac McCormick, Edmonton.

BROWN: Goal, Cpl. Johnny Lupel; defence, F/L Harry Patterson, Hamilton, and F/O Bob Pentland, Calgary; centre, LAC Carl Kerr, Transcona; wings, Sgt. Lloyd Bowles, St. Catharines, and LAC Bill Kerwin, Moose Jaw, Sask.; LAC Harry Fields, Toronto; LAC Nick Nichols, Toronto; LAC Andy Snee, F/O Mac Gordon, Toronto; F/O Johnny Drope, Regina; F/O Tom DeCoursey and F/O Bill Disher, Toronto.

plane. What d'ya think? Some of those on Bomber Command and American kites look pretty smart. By the way, what is our motto and insignia?

F/S Chapman is going in for his own dry-cleaning business these days. It's a pressing need when you have someone to visit in a neighbouring town.

Sgt. Huggard, the educational man, had quite a class attending his mathematics. Could it be the figures he turns up?

Paces or Passes?

LAC Walter Liprot, the Vancouver man, is doing the local paces with a pretty girl friend. She's shy behind the name of Gertie. And LAC McCormack, from Paris, Ont., has come off a course frisky and gay. Is he eating Paris grape nuts?

The ground crew beat the officers at basketball. But that's what happens when you're always up in the air. Good playing and ball tossing was displayed by F/O "Finn" Finlayson, Vancouver, by Larry Kilgour, Toronto, by F/L Ross Rowlands, the former Mt. Allison U. star, and Barney Hill, the Bronx drawler.

The squadron has been joined by some great fellows. To wit: F/O Earl McGrath, Winnipeg; F/O "Beezie" Bissell, Montreal; W/O Merv Sims, W/O "Junior" Sharples; F/L Cliff Walker, Fort William; F/L Tom Dubroy; P/O Roberts; Sgt. McCready, of North Bay.

Best of luck and the squadron's best wishes for a speedy recovery is extended to Sgt. Jack Stevenson, of Winnipeg, from "A" Flight.

TEACHES SPROGS TO FLY IN LANCs

A 21-year-old squadron leader, A. F. "Al" Avant, D.F.C., Houghton, Sask., has taken over one of the most responsible jobs in RCAF Bomber Group, that of commanding a conversion flight where sprog air crews whose flying experience has been limited to training craft, and operational veterans whose previous flying had been in two-engined bombers, learn to handle four-engined Lancasters. Avant's staff of instructors packs a lot of know-how, consisting of airmen who between them hold 14 D.F.C.s and nine D.F.M.s.

Avant left his farm home in 1940 to join the Air Force, but was told to go back to school. He did—although not for long. He was back again within a year, and this time made the grade. Coming overseas early in 1942, he started his operational tour on Wellingtons, going on four-motored battlewagons eventually in raids on Essen, Osnabruck, Genoa, Turin, Stuttgart and other German industrial centres.

He was gonged for "high courage and outstanding determination" during a raid on Berlin early this year, when his bomber was battered by flak, knocking out one engine. Avant went into his bombing run undeterred, sent his load away and was weaving about in the blinding glare when flak set his kite on fire. The skipper was determined not to abandon aircraft because the parachute of one of the gunners had been damaged. Eventually the flames were snuffed and Avant coaxed his limping bomber back to England on three engines. He set her down safely on two engines.

MUSTANG MEN

By MAC

WITH the financial assistance of Winco Moncrieff's officers, the Mustang erks, the boys who keep 'em flying, had an in-between holiday "do," and what a "do"! The gym hasn't stopped shaking yet, and the N.A.A.F.I. is slowly recovering.

The airmen's council, with plenty of co-op. from the S.L.A., S/L MacLean, and the Adj., F/L Joynt, made the arrangements. The gym was decorated in seasonal colours. The lads made a fine job of it and their ingenuity would draw compliments from even the most critical critics. The employees of the N.A.A.F.I. voluntarily helped with the serving of refreshments, both items, food and liquid. The liquid section was jammed until the last drain was squeezed out of the last keg, and as good Canadians they did justice to the food. Our Naafi can really take a bow for their efforts. The musicians kept up with the tempo of the party-makers, but the P.A. system was in a contrary mood and refused to co-operate more than 25 per cent. This let-down caused more than one couple to dance long after the last note, or can we blame it on the P.A. system, men?

Unfortunately there weren't enough women. Our guests were outnumbered by about 3 to 1, but did they mind? You can bet your last issue shirt they didn't! In fact, one of our new arrivals was heard to exclaim: "When I left home the girls outnumbered us about 4 to 1, and now look at me, come to a dance and pick up splinters." So it was a w(ild)-bearded-eyed group of erks who straggled to their dispersals the following morning—the spirit was willing but the flesh was weak. So, cheers to the following men who planned such a swell party: ACI P. Stevens; LACA L. Sherbloom; LAC W. M. Holmes; LAC K. McClymont; LAC D. A. Nichols (secretary); Cpl. F. R. Bearman; LAC N. Jarrett; LAC Wardell; LAC S. R. Steppings; LAC A. W. Anderson; Cpl. W. Kuzenka; Cpl. H. F. Williamson; LAC F. A. Roberts; LAC Burnes; and Cpl. Ross (chairman, dance committee).

While throwing bouquets around, the erks would like to know that the officers and senior N.C.O.s proved themselves most efficient and untiring waiters on December 25th.

THEY KEEP DOING LIKE EACH OTHER

Tie this one on: P/O Don Berry of Trail, B.C., and W/O2 R. T. Lloyd, Regina, graduated in the same course at McLeod, Alta. Their paths divided but merged again on the same station in Great Britain, but with different squadrons. On the last Berlin attack, both skippers had their Lancasters shot up and attacked by nightfighters, both flew their kites back on two engines, both crash-landed at emergency airfields. Both have now logged seven trips, P/O Berry with the "Thunderbird" Squadron and W/O Lloyd with the "Goose" Squadron.

THIS LIFE WE LEAD



BEAVER BASE

By JIMMY GUNN

AFTER delivering a forceful discourse in the Mess recently about the futility of remasc society, "Maestro" Ted Kozachenko hid himself off to a nearby Metropolis, where he was seen receiving affectionate greetings from no less than three lovelies in the course of the evening. "Did you have to wait home after I left you the other night, dear?" he was heard to ask one solicitously.

Joining Ted in the local "wolf" fraternity are W/C Walt Morgan and Sgt. Charlie Brown, the latter just back from, giving the ladies in the Midland East a break. Walt plays the waiting game, and it seems to work, for a newly arrived W.D. Sergeant, discussing him with this reporter, gushed: "I think he's sweet." Charlie, on the other hand, rushes right in à la Plunkett. "She comes from my home town," was his explanation of the ardour of his greetings to a new arrival. Winnipeg can't be so big after all. Incidentally, Tommy Plunkett has gone in for cycling in a big way, and now knows the road to Group Headquarters so well he can return with his eyes closed.

Our welcome mat this week is laid down carefully to greet Sgts. "Torchy" Jackson and "Toddy" Tod, both recently arrived from Canada. Torchy hails from "the gateway to the golden west" (ask George Waters where that is), while Toddy has lived in a number of places, including British Columbia and China—and spent some time in Canada as well. Torchy is at present on leave seeing his air crew husband for the first time in over two years.

Healthy Competition

Also joining the local social set is S/O Barbara Rooke, former scholar of repute at Queen's University and well-known Kingstonite. On arriving here she was pleasantly surprised to be greeted by an old hometown pal, "Doc" Gibson. Barbara is expected to provide strong opposition in the local social struggle to such seasoned veterans as A/S/O Verral Day and S/O Eileen Trotter and Ruth McJannet, who are now established as leaders in local "café society."

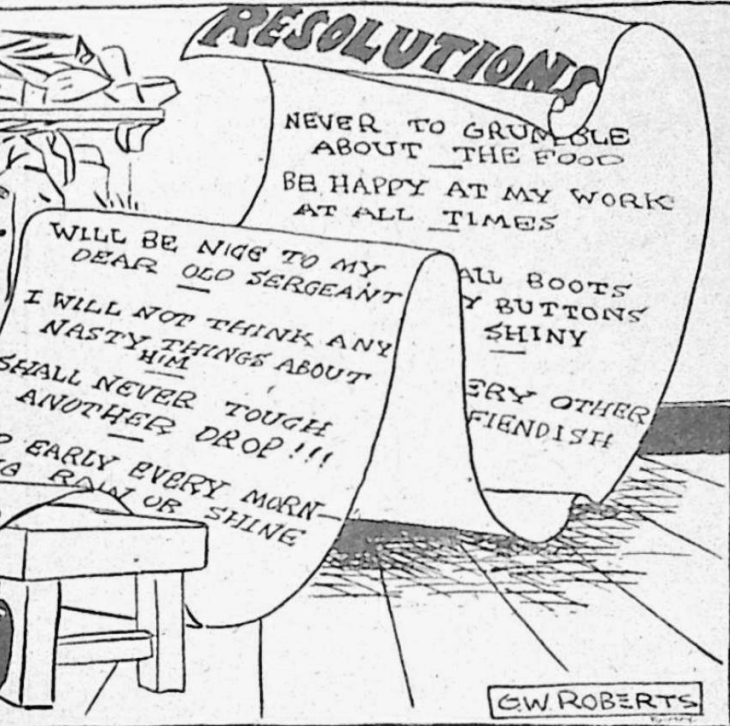
Also checking in this week is P/O "Porkey" Dumart, famed Canadian athlete, who comes from the home of good bacon and kulmbacher beer, Kitchener, Ont. The warmth of his welcome by this department will be in inverse ratio to the extent and vigour of his "health through jumps and jerks" program.

"Married life is wonderful. A man's a sucker to stay single." The latest victim to use these hackneyed phrases to hide the pains of marital bonds is Sgt. Phil Hunter, just back from a London honeymoon. You want to go back to the big town some time, Phil, old man, when the star dust is out of your eyes and see what the place really looks like.

With Yuletide a number of lucky people are having a well earned leave. The booming voice of W/C "Tiny" Smith is no longer heard around the Headquarters building, its originator being somewhere in the South of England visiting friends. Also on holiday, recovering from his recent spell in "dock," is G/C "Buzz" Gordon, of Vancouver. Dot Sidaway, Base Orderly Room heart throb, spent the Christmas holidays with her mother and her soldier father, leaving her sidekick, A/W Terry Jones, the Lethbridge "chinook," to look after things here.

Sgt. Bob Silk, ace dental extractor, acquired a healthy respect for Scotland Yard on his recent visit to the Empire's capi-

IF AT FIRST YOU DON'T SUCCEED . . .



BEAUS SLAP ENEMY SEA CONVOY AROUND

Pouncing on an enemy convoy off the Norwegian coast, RCAF Beaufighters of Coastal Command damaged three escort vessels and left a merchantman on fire, with smoke pouring from amidships.

A German destroyer opened up on the Beaus and short batteries threw up a heavy flak barrage, but all the kites returned to base safely. The squadron was led by W/C C. A. Willis, Vancouver.

Bob and a friend, having had a few, were accosted by two rather large gentlemen. After a somewhat enthusiastic conversation, during which Bob invited them to "join up," the gentlemen produced identification cards indicating that they are members of Scotland Yard. Exit in double quick time one badly discomfited lad from Orangeville, Ont.

Back from a few days in London is F/S Jim Reilly, and from the dexterity with which he officiated at the local other night, it is obvious that he took his study of the publican business seriously indeed.

Also back from Lincoln's Inn Fields via Piccadilly is Sgt. Charlie Bell, our enterprising pedagogue. "Charlie" keeps a tight-lipped silence about his activities while away, but from the abstract manner with which he plays a hand of bridge since his return it is evident that his educational activities at Headquarters must have included several hours of "field work."

Personnel reporting the loss of their bicycles to the local Gestapo are inevitably favoured with a helpful little lecture on the desirability of locking said vehicles when not in use, and it is invariably suggested that the loss would not have occurred had this precaution been taken. But now Chief Elliott Branch has to think up a new line, for the other day his own bicycle was taken from its place outside the Sergeant's Mess.

Was it locked, Elliott, old man?

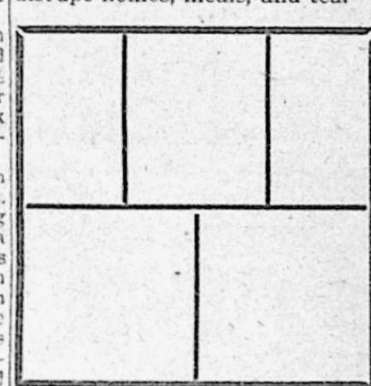
Unless someone finds the answer, or the citizens of The Pas sends over the solution, the repercussions from this puzzle are unimaginable. In order to assist the reader, WINGS ABROAD prints the puzzle, with rules.

A line must be drawn through each of the individual straight lines comprising the figure. No line must be crossed more than once. The tracing line must not cross itself. The tracing may start at any point and end at any point.

SOLVE IT QUICK, WE'RE STUMPED!

Trouble started when a Canadian officer gave a Scottish intelligence officer a puzzle, composed of a few straight lines on a scrap of paper. The officer got the puzzle from a citizen of The Pas, Man., he thinks. But he forgot to get the answer. Therein lies the root of the trouble.

1. This brick, inadvertently dropped over a glass of beer, has, reports the officer; intelligence officer into a flat spin;
2. Cost the landlady three nights' sleep, two writing tablets, and temper;
3. Taken two stenographers from their duties;
4. Spread through London to disrupt homes, meals, and tea.



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NIGHTFIGHTER DEFEATED AT CLOSE RANGE

Rear-Gunner Had Lucky Escape Though He Was K.O.'d

A movie-like gun battle high above the clouds of Berlin was related by a Goose Squadron crew, whose pilot, P/O W. G. Phillips, Montreal, was completing his fourteenth trip. His aircraft had just finished its bombing run and the gunners had their attention focused on an F.W.190 about 600 yards distant when a Ju.88 attacked at close range.

"I saw him on the port quarter as he started to dive at us," said Sgt. G. Currie, Arelec, Sask., mid-upper gunner, "and warned the pilot and rear-gunner to prepare for action."

The fighter came in from directly astern and let go at 200 yards, scoring direct hits with cannon and machine gun on the rear turret, riddling the perspex, bomb bay doors, oxygen lines, the port engine cowling and smashing the armour plating, but miraculously missing the gunner, F/S G. "Pedro" Lapierre, Verdun, P.Q., although the concussion of the exploding shells knocked him out temporarily.

"All I saw was the fighter coming in behind," said Lapierre. "I let go with all my guns before the glaring flash of the tracer blinded me."

Sgt. Currie in the mid-upper turret saw the fighter flash past 20 feet above him.

"As he followed through, I gave him the works with my guns," he said. "My tracers seemed to pour directly into him."

The pilot saw the fighter go down in an uncontrolled dive, belching smoke. He said that the rear-gunner refused to leave his turret, though shocked and faint from lack of oxygen, and kept on rotating the turret, alert against further attacks.

BERLIN VISITOR NOW DROPS BOMBS ON IT

Although he has some fond memories of Berlin, S/L W. A. G. McLeish, of Hamilton, is not averse to dropping a few "cookies" on the German capital where six years ago he represented Canadian rowing circles at the Olympic Games.

Recently promoted and made flight commander with the "Ghost" Squadron, he has already paid a trip to Berlin as pilot of a Halifax. He has completed 14 trips over Germany on such targets as Mannheim, Dusseldorf, Cannes and Frankfurt. S/L McLeish is a graduate of McMaster University and won his wings at Moose Jaw in 1940 after training periods at Regina. He served as an instructor at Summerside and Brantford.

DISPATCH RIDER

"The first day they taught us to ride a motor-bike standing up—at the end of the second day we were thankful we could."

That's how LAC Kenneth Gee, Penticton, B.C., sums up a three-week dispatch rider instructor's course at a Canadian Training School in Hampshire. Gee was the first RCAF man to attend the course.

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RECORDS OFFICE

A2 (CAN)

By CPL. W. F. MYERS

THIS is my week to howl, and if I could only think of something I would get even with Wallington. However, whether it's the Christmas spirit that has invaded this office or what, I cannot find any dirt. You would probably be shaken with the amount of mistletoe that LAC Jim MacKenzie has scrounged to decorate our office. I don't know what he expects will come into this madhouse, but while there's life there's hope.

At the moment I am in peace due to the fact that the mob has left en masse to attend the party that they are throwing for some orphans. From the way they left this sweatshop I have my doubts as to who the party is going to benefit, but here's hoping it's those kids from the home. It was the fellows' idea that we should do something constructive this year, and they really co-operated in no uncertain manner.

Those who prefer a quiet Christmas, namely Cpl. Art Bale, LACs Wallington, Allen and Prew, have proceeded on seven days' leave or something. Art is going to Bristol, and Wallington and Prew have decided to pep up King's Square over the festive season. Allen left too quickly for me to get any gen on him.

A request is made in respect of LAC "Irish" Booth. I know that you like to be comfortable, "Irish," but bedroom slippers at a dance is simply passé, or does it make you fleet of foot to chase those corporals and section officers around, and with mistletoe from every lampshade—brother, you're cooking with gas!

In this lull before the storm news is scarce, and so let's make this thirty for the present and hope that Wallington comes back from leave O.K.

It Began This Way

Things commenced the night before Christmas Eve when P/O Jack Sargeant, F/S "Mem" Aitken and Cpl. Norm Clarke celebrated recent promotions. Christmas Eve was unofficially proclaimed at noon when the rush started for the local, headed by LAC Al Pope.

LAC Eric Lavalley is still wondering what happened to his drink—ask Cpl. "Matey" Davies, he wanted to test it. LAC Lorne MacTaggart and LAC "Mitch" Mitchell had something stowed out in the washroom that warranted frequent visits—Lorne said the effects were worth the effort. LAC Jim McKenzie and Jim Ballantyne were seen competing successfully with the Americans at a WAAF dance. The mistletoe was the main attraction for Mac. Cpl. Willie Myers claims he spent a very quiet time. The two cigar-smoking bus conductresses in tow by LAC Al Pope and Cpl. Gord Hornstein must have been quite a pair!

LAC Archie Campbell, A.C., and "Penny" Pennelegion, A.C., were initiated into a new job. They were talked into being the pioneers and have opened up a new field. (N.B.—"A.C." stands for "Ablution Cleaner.")

Another of the originals of A2 (CAN) to leave for an op. unit is W/O Cliff Neill, of Ottawa. Best wishes, Cliff. Best of luck to LAC Johnnie Marmen also.

New arrivals are headed by P/O Eldon Steeves, Moncton, N.B. Until now the P/O has been the romper of the RCAF and has been on more squadrons than he has fingers. He came overseas with one of the first contingents of Canadians, in February, 1940, and has been looking for a place like Records ever since. Other new faces are "Penny" Pennelegion and Jack Coutts, who drifted in some time during the Christmas rush. "Penny" hails from Toronto and Jack from Winnipeg. Welcome, lads.

Note to Cpl. Gord Hornstein, or North Winnipeg: You never, never drink beer with your soup. Where's your etiquette?

G1 (CAN)

By F/S "MEM" AITKEN

NINETY-ONE excited Canadians and sixty-five excited local orphans crowded into the orphanage for a Christmas party given by us "fathers for a night" for our "foster-children"! Scenes of invasion flooded the minds of onlookers as each "father" sought out his "child."

Then came myriads of questions and answers, and soon there were tears, as some little "tot" couldn't find her "daddy." Tears were soon dried as father was found—just taking a breather in the corner from over-exertion, hair-pulling and "piggy-backs." Games and sing-songs were held while "movies" were set up. Three-quarters of an hour of comic cartoons followed, brought to a finish by the arrival of Santa Claus beside the brilliantly deco-

EATON'S ANNEX, TORONTO, WAS NEVER LIKE THIS



It looks as if the sales lady has got herself a sale. P/O Dave "Biggie" Biggs, Toronto, with an RAF squadron in West Africa, is the guy buying a souvenir at the smartest shop in darkest Africa. It's a monkey skull. Gruesome, eh? (Official RCAF Photograph.)

HUN BLOCKADE RUNNER SUNK

When Coastal Command aircraft sank a German blockade runner in the approaches to the Bay of Biscay, on December 27, one of the first attacks was made by F/L William Martin, of Toronto.

Planes from two RCAF Sunderland squadrons were among the first to take off on the attacks after their flying boats had replaced the usual depth charges with bombs.

F/L Martin made two bombing runs over the ship, through fairly heavy flak, before releasing his bombs. One four-pound shell passed through a wing without exploding.

F/O R. W. Chadwick, St. James, Man., attacked twice after the enemy had been set on fire and abandoned by her crew. When he arrived on the scene the sky was filled with aircraft.

He said later "In the evening light Halifaxes, Liberators and other aircraft were sometimes silhouetted against the flames from the burning blockade runner, their fuselages alight with the reflection of the fire. Pilots seemed to be queuing up to bomb. I dropped two bombs on the ship. The German crew were at a safe distance in lifeboats by this time."

rated tree, ready to hand out a small gift, packed with chocolate bars, gum, etc. Cries of "What's this say?" and answers "That's your name, Jean or Bill or Mary!"

Smudged faces soon appeared in too numerous evidence to count. Then cokes and filled cookies to top a happy evening for sixty-five orphans, and still (all remained on their feet) ninety-one tired—very tired—Canadians, happy in the thought that at least their small contributions and sacrifices (if any) had made a number of less fortunate humans more fortunate! Many thanks are extended to Cpl. "Willie" Myers for buying appropriate gifts and for his tiring, unselfish work in making the party a success. Will couldn't make it personally as other duties ("Air Force canteen cowboy") kept him away. Thanks are extended as well to the K. of C. who supplied movies and cookies. Also to Mrs. Sinclair for donation of "cokes" and tree. And not forgetting the others on the committee, namely, S/L Trev Miller, Sgt. Cliff Doughty, Cpls. Ted Bennett, Norm Clarke, Don Bridgman and LAC Cliff Crawford. Thank you all!

Merry Memories

Well, it's all over for another 366 days (leap year, don't forget!). We must congratulate "Junior" Calthness on his handling of the customers with those bottles. Seems "Junior" is well in with the "Guv" of a local local, and trailing the "Guv" about helped pour out the luscious liquid to all and sundry.

A treat for the boys was the serving of coffee and biscuits in bed to them on Christmas Day. The waitresses included F/S "Patsy" Kavanagh, Art Mingay, Sgts. Harry Sloan and Reg Gardiner. At the "dinner" all airmen and airwomen were served by officers and senior N.C.O.s. It must be stated here that "Patsy" was first on the "beer jug."

When this appears (we hope!) it will be "1944" and so we should like to wish all of you in the RCAF Overseas a bright, happy and "homey" New Year.

PAY TABLE CRUMBS

AFTER the Christmas and New Year's celebrations, Tee Vee and I both think that the tempo here has slowed down. One look at the faces of the gang proves it, and the fact that the queues in a certain section of Harrods the week prior to the holidays were mainly "boys in blue" gives the reason. So many bottles and so little Bromo-seltzer.

Chief high light was the Unit Xmas-cum-New Year Concert. Produced by LAW "Tee Vee" Terry Vannier and F/O "Orson" Grant, assisted by LAC Paul "Martha" Boisverd, and ably M.C.'d by ACI Nat Braham, it was a huge success, as was the dance afterwards. Our hearty thanks to all those who gave their assistance, and to Cpl. Jerry Hanson and LAW "Connie" Coppen for super jobs on the piano.

The Unit is sorry to see P/O Armstrong and ACI Ray Mackie go, and the best of luck to you both. Ray has always helped to spike the front line in all unit activities, being especially strong in the sport line, apart from his jiggerbugging at Hammersmith.

F/S Earl McCarthy has been transferred to the Estates Branch, and that special desk with the low chassis will be sent along shortly. Best of luck, Earl, in your new job.

Pay People

Oddities here and there. Bill Barnes and Cpl. Price buying orchids, Paul Boisverd's disgusted groan "la Vache" every time his table folds up, the yells of approval in Sgt. Lavelle's section when a chair collapsed under a visiting officer the other day, S/L Stedel leading the singing of "Alouette" in C.R. just before the gang left on Friday afternoon last, and the display of unit knowledge of "Down Beat" in the truck full of players and fans returning from the hockey game on Sunday. This led by Bill Barnes Ray Mackie and Tee Vee. One last item. LAW Brisden being fed up the other day, gave out with this "To think I came 2,000 miles to do these 'lousy' D.R.O.s." Now, now, "Brenda."

Let's have the hockey go to end with. Sunday our "All Maes" trimmed No. 52 M.F.H. by 10 to 1. "Sully" Sullivan pushed in four, Cpl. Jimmy Carroll three, and "Soult" Joseph, "Mac" MacGovern and LAC Ireland one each. The lads put in a super game, and were never pushed. It sure looks as if Andy Morrison has produced a winning team. Once again Sgt. Jack Heenan played centre the last few minutes of the game, to get the season goal. Well, he really went mad, but the best chance he had was when he flipped the puck away, and slid along almost into the net on his stomach. Never mind, Grandpop, we're all with you.

COL. DREW WATCHED

When the Canadian Spitfire squadrons led by W/C Hugh C. Godefroy, D.F.C. and Bar, Toronto, flew on a recent mission into France, one of the group watching the take-off and return was Col. George Drew, Premier of Ontario.

During his visit, Col. Drew had lunch and chatted with numerous pilots from Ontario.

KITE SURVIVES AIR FIGHT AND BELLY LANDING

'N' For 'Nan' Comes Back On Two Engines. Crew Safe

When an Me.109 attacked the Lion Squadron Halifax "N" for "Nan" during a Frankfurt raid it almost proved fatal to the crew.

According to the report of the skipper, F/O G. A. Weldon, Dartmouth, N.S., the kite was making its run over the target when the nightfighter attacked from dead astern.

"The rear-gunner gave him a long burst," said Weldon, "but cannon shell put both our star-board engines out of commission, shot away the hydraulics and D.R. compass, which made it a difficult job to keep the aircraft level. However, we made the run in successfully and dropped our bomb load on the aiming point."

The rear-gunner saw his tracers hitting the nightfighter as it broke away. It disappeared before he could tell whether he had damaged it.

12,000-Foot Slant

The English flight engineer managed to get the starboard outer engine going again and the Halifax flew out of German air. Over the sea the same engine conked again and the kite lost 12,000 feet, continuing on two engines.

Weldon realised there was little chance of reaching home base and made for the first airfield they sighted. With the hydraulics u.s. it was impossible to lower the wheels, so he told the crew to get into crash position for a belly landing.

"We hit the deck with a terrific thud," Weldon admitted. "The props gave way when we landed, but everyone of us was able to walk away from the aircraft without injury. During the run down the runway the rear-gunner pulled the release on the rear turret doors and rolled out. Luckily he got out of it without a scratch."

Other Canadians in the crew include F/O D. R. Rand, navigator, Vancouver, and F/S J. Heaton, bomb-aimer, Weston, Ont.

Polish Airmen SWEAR by KOLYNOS! of course

Daredevils, ready to risk any hazard, the airmen of Poland are the 'avenging angels' of 34,000,000 of their countrymen, who have been trampled under the Nazi jackboot. They lose

NEW LEADERS OF SQUADRONS

W/Cs Ashman and Frizzle Head RCAF Coastal Command Units

Canadian pilots, W/C R. A. Ashman, Winnipeg, and W/C J. R. Frizzle, Berwick, N.S., have taken over the command of two RCAF squadrons attached to Coastal Command.

W/C Ashman becomes commanding officer of the Demon Squadron and W/C Frizzle takes command of a flying boat squadron based in Northern Ireland.

Before coming overseas Ashman was a fighter pilot, and later a bomber reconnaissance pilot, serving in Alaska.

The new commanding officers have much in common. Both joined the RCAF before the war and each has about 1,500 hours of operational flying to his credit. Both were stationed at Dartmouth, N.S., in the early days of the war. W/C Ashman flying Digbys with a bomber reconnaissance squadron and W/C Frizzle with a Stranraer flying boat unit.

Married Mariners

Both married Nova Scotia girls, and their wives are at present living in that province. Both winces were educated at Canadian universities.

The Demon Squadron's C.O. has already selected his Wellington crew. The Canadians who will be hunting subs in the Bay of Biscay area as members of W/C Ashman's crew are: P/O L. A. Aspin, Winnipeg; W/O H. K. Colmer, Bowmanville, Ont.; F/S M. A. J. Boileau, Montreal; F/S V. L. Cowell, Westboro, Ont.; F/S E. B. J. Richer, Timmins, Ont.; F/S A. D. Bennett, Toronto.

THUNDERBIRD CREW IS SAFE IN SWEDEN

The bomber crew which baled out over Southern Sweden on the night of December 16, following a raid on Berlin, was flying an RCAF Lancaster, and belonged to the Thunderbird squadron.

Made up of five Canadians and two RAF men, the crew was reported in the Swedish Press to have been interned near Urshult, north of Malmoe. Their aircraft crashed on frozen Lake Aasnea nearby.

Canadians in the crew who were flying their eighth operational trip and their second to Berlin, were:—P/O Alan C. Davis, skipper, St. Catharines, Ont.; P/O Henry L. Garriock, navigator, also of St. Catharines, F/S Frank T. Mudry, bomb-aimer, Fox Valley, Sask., Sgt. Edward O. George, mid-upper gunner, Owen Sound, Ont., and F/S Robert H. Ginson, rear-gunner, Hartland, N.B.

RCAF Headquarters has confirmed that all the men are safe.

BROTHERS ARE GROUPIES

One of the first RCAF officers to arrive in Great Britain, G/C G. Eric Scott, staff officer in charge of administration at headquarters of the Canadian Bomber Group, has recently been promoted to that rank from wing commander.

A native of Quebec City, G/C Scott was well known in the business world in Montreal, Toronto and Ottawa prior to the war. He is the second member of his family to attain that rank. A brother, G/C J. S. Scott, is stationed at No. 1 Training Command Headquarters, Toronto.

FLYING FRENCHMEN

Three sergeants waiting to go to O.T.U. and then into action are Art Arsenault, Atholville, N.B.; Gaston Daifour, Thetford Mines, Que., and Ern Corbell, Montreal.

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST

RCAF IN ITALY

(Continued from page 1) and opened up with ack-ack as the Ju. crossed the Volturno river, escaping north, the Spits caught up with it, eight of them opening fire successfully. "We all got a squirt at it," said P/O Reid, who already had three to his credit. "Four of the crew bailed out. You can't tell who was really responsible for destroying it, so it will just be credited to the squadron." Previously, another Canadian serving in an RAF squadron had damaged two enemy aircraft in a brief dogfight over the bomb line. He is F/O Robert Hazel, former Ottawa rugby star. Hazel made a successful rear attack on one Me.109 and blew pieces off its fuselage with accurate fire. Attacked by two F.W.190s, Hazel eluded them and returned to attack two more Me.s, scoring hits on one. Enemy motor transports came in for a sharp series of attacks when an RAF Spitfire squadron based at an advanced Italian airfield carried out the first strafing sortie done by the squadron since it began operations there. The leading Canadian pilot in the area, F/L I. F. "Hap" Kennedy, D.F.C., of Cumberland Ont., took part in the sortie and told about it. "We got four trucks and three Jerry staff cars in the course of the sweep," he said.

Strafing Enemy M.T.

A freak accident during a strafing attack on enemy transport far behind the German lines on the Eighth Army front almost cost the Desert Air Force a Canadian Spitfire pilot. F/O Cyril Yarnell, Toronto, was one of the pilots attacking Nazi vehicles when a piece of metal flew upwards, hit the engine of his Spitfire and caused a glycol leak. Trailing fumes from his aircraft, Yarnell barely made base before his engine seized up. Examination revealed a hole in the engine caused either by a scrap of metal from an exploding truck or a lucky revolver shot. During the day spectacular and successful low level actions were carried deep into enemy territory and the crack squadron of which Yarnell is a member shot down a Ju.88, destroyed two locomotives and damaged two more vehicles without loss. The Junker was the squadron's 201st enemy kite destroyed.

HEADQUARTERS

ERNIE CLARKE, LAC in Auxiliary Services, has a mac-trick to his credit. The biggest events of last year all happened on the 27th of some month last year. He met his wife-to-be on January 27; he married her on March 27; December 27 there appeared in the Clarke family a feminine addition. The youngster will wear three C's from now on—namely Carole Christine Clarke, Christmasy, wot? Ernie says she's going to figure skate and he's going to copy-cat Sonja Henie's pop and clip coupons. Five Jacks and five Jills from H.Q. made Christmas like Christmas with Ten East End kids over the Yooltyde, Sgt. Doug. Vaisey and his flatmates, Cpls. Ernie Steel and Hudson Connolly, and LACs Bert Walker and Frank Johnson, sent out the invites to the 10 youngsters and to W.D.s Pat Boreham, "Penny" Pennyfather, Clair Rutherford, Slo Warren and Margaret Anderson. Doug played Santa Claus and Mrs. Eileen Taylor, wife of a Toronto soldier now in Italy, served up the blue plate specials from the kitchen. Also it gave toys and sweets and the kids made like merry with lots of larynx.

Behind Those DROs

There are more movements going on around this little wolf corral than find their way on DROs. Accounts stripped across the park. Medical kids are flipping bismuth and stuff to cope with the post-Christmas rush. F/O Birchhall and his happiness boys are front and centre and cozying in together (end of left hall, front, lower). W/O Bill Felhaber and Sgt. Jerry Walsh adopt their favourite position in the Sally Ann from the wide awake. One movement from vertical to horizontal! Jack, it was a ball! All the five bombers and waltz wall-pers left around headquarters over the week-end tripped out to the Pavlov's Arms with guests and gave out in fine style to wish in the victory year come the end of last Friday night. Just a crew of solid senders, and the average comment as they crawled from the hall was "but sold."

ACWI Jean Saunders.

TENNIS STAR HAS JOB IN UNIFORM

One of Canada's leading tennis stars, a young woman who ranked fifth in Great Britain in 1939, is quietly working with the Air Ministry in England as an equipment assistant in a supply liaison office. She is ACWI Jean Saunders, who was born in Calgary, but went to England at the age of five, where she took up tennis.



ACWI Jean Saunders.

and became one of the nation's ranking female players. She has played against such performers as Alice Marble and Donald Budge in singles and doubles competitions. She has won English, French and Scandinavian titles. Jean returned to Canada in 1940 and went to work at Number Four Training Command in Calgary and was posted back to England in July, 1943. She is quite happy about the whole thing, but is a bit concerned about not having been able to get any tennis so far. and giving out with the art of terpsichore. Harry Davis was there, but couldn't prove it, and Cpl. "Brighteyes" Hewitt was also there (but not as bright as usual). Cunningham and Tennent were there with their gloves off and without machines. Milt Moore and friend Hal were Pullen each other part over a (you know what). "Red" Wimble and the missus were twirling about like gracefully, and who in the same party was sleeping most of the evening away but P/O "Bud" Glunz. He was probably dreaming of far-off places. Cpl. Lasby did a good job of wetting his stripes. All in all, it was quite a do what with guys and gals dancing like everything and come mid-night (you know that too). Lotsa food, lotsa music, lotsa dancing, lotsa coops, censor, and there you have the ingredients for a big New Year's Eve frolic.

CREW PASS UP STALAG TO CRASH-LAND AT SEA

Courageous Decision Wins Freedom for Boys And a Sickening Dinghy Trip

Choosing a rubber dinghy on the choppy waters of the North Sea instead of a German stalag, the Bluenose Squadron crew skippers by F/S W. M. McQueen, Hamilton, Ont., arrived back at base recently three days after bombing Leipzig. Seasick and sopping they were rescued by a cruising corvette. The outward trip was quite normal, barring one uneventful meeting with a nightfighter. It was during the bombing run over flammig Leipzig that flak hit the belly of the Halifax, severing the fuel pipes and causing a serious petrol leak. "I felt a dull thud below my feet," said Sgt. Michael Hablitz, mid-upper gunner, from Winnipeg. "Soon after, I saw petrol streaming from the port wing tanks." The navigator, F/S D. F. McAllister, Vancouver, told of flak wrecking the master unit of the aircraft compass. Undeterred, the bomb-aimer, F/S Alan Kingston, Regina, sent his bombs away just as the aiming point came into the bomb sight. But as she cleared the target area petrol was streaming out of the Hally's rear-end. Then one of the engines packed up and the kite began to lose altitude. The skipper realised he could not make home and asked the all-N.C.O. crew whether they preferred bailing out over enemy territory to ditching in the sea. All hands agreed to hang on as long as the fuel lasted and risk a crash-landing in the rough sea. Soon afterward a second engine gave out and as the Halifax dropped lower the wireless operator sent out an emergency S O S, while the rest of the crew took up ditching stations. "I made three attempts to get the kite to stall down in a safe attitude before I succeeded," said McQueen. "On the third try she settled down nicely and came to a sudden, shocking stop. It was almost as smooth as a belly landing in a soft muddy field and none of us were bruised, just shaken a bit." Waves were about nine feet high, and soon the crew were all seasick. A heavy swell broke over the tiny dinghy and swamped them as they floated eight miles off the English coast. An hour later a cruising corvette picked up their emergency signals, swept the waters with a searchlight, then closed in and rescued the crew. Aboard ship the boys were treated to hot drinks, dry clothes and warm beds, and brought to a coastal aerodrome.

Table with 3 columns: Date, Force/Event, Location. Rows include Wed., Jan. 5.—1.15 Forces Greetings from Home; Wed., Jan. 5.—7.00 Forces News from Canada—Quebec, in English; Thurs., Jan. 6.—7.00 Forces News from Canada—Ontario; Thurs., Jan. 6.—10.00 Forces Canadian News Round-up; Fri., Jan. 7.—7.00 Forces News from Canada—Prairie Provinces; Sat., Jan. 8.—7.00 Forces News from Canada—British Columbia; Sun., Jan. 9.—2.15 Forces Hockey Resume; Sun., Jan. 9.—2.30 Forces Johnny Canuck's Revue; Sun., Jan. 9.—7.00 Forces News from Canadians in Mediterranean Theatre; Mon., Jan. 10.—6.30 Forces Canadian Calendar; Mon., Jan. 10.—7.00 Forces News from Canada—Maritime Provinces; Tues., Jan. 11.—7.00 Forces News from Canada—Quebec, in French.

WOMEN'S DIVISION

W.D. Diary.—Highlights of the year 1943. Lots and lots of things happened... some never to be recorded officially, but there were a few special schmezzles such as: March.—Took part along with other services, and no gloves, in vast "Wings for Victory" parade. May.—Recruiting of W.D.s on this side of the "promocoon" commenced. July.—Sweltered in Big Do when RCAF wings presented to Mayor of Holborn. September.—First anniversary of first contingent of W.D.s overseas, celebrated by big dance and chocolate cake. November 12.—Inspection of all London W.D.s, precision squad, and presentation of gold cup to W.D.s. December.—Flu! Everyone at the Station S.W.I.E. felt sorry for the five W.D. cooks who were posted to the wilds of London on Christmas Eve. But the girls said they considered they were lucky because the life of a cook on a station Christmas Day is one long round of work! And they all managed a good Christmas dinner here without having to cook it themselves. There weren't many complaints about Cpl. "Service Police" Pat Pattison's mistletoe decorations, but two eye-witnesses give the following details

Advertisement for Leicester Sq. THEATRE featuring 'The NELSON TOUCH' starring Randolph Scott. Includes text: 'IT WAS AND STILL IS The NELSON TOUCH' and 'Howard Hawks' mighty production (A) Starring RANDOLPH SCOTT'.

Advertisement for ODEON LEICESTER SQUARE featuring Orson Welles and Joan Fontaine in 'Jane Eyre'. Includes text: 'Showing at 10.35, 12.55, 3.15, 5.35, 7.55' and 'Margaret O'Brien, Peggy Ann Garner, John Sutton'.

ENTERTAINMENT GUIDE

Table with 2 columns: Theatre Name and Show Details. Rows include Hippodrome, Palladium, Prince of Wales, Princes, Savoy, Strand, Windmill, Dominion, Empire, Gaumont, Leicester Sq. Theatre, Odeon, Orson Welles, Paramount, Regal, San Demetrio, Tatler, Tivoli, Warner.

Advertisement for 'TOP MAN' (Tivoli) and 'THE NELSON TOUCH' (Leicester Square Theatre). Includes text: 'A tale of charming wackiness, this. That talented youth, Donald O'Connor, bosses a screwy family intent on their peculiar war effort.' and 'WELCOME GIFT Christmas present de luxe for F/O H. D. Paddison, Bison Squadron, was a phonograph record from his wife, who lives in Guelph, Ont.'

Large advertisement for 'LASSIE COME HOME' featuring a picture of the dog Lassie and the text 'Leo proudly presents: TWO GREAT NEW STARS—A DOG AND A BOY... in a thrilling and heroic story by Eric Knight, photographed entirely in TECHNICOLOR.' and 'FRIDAY 1234 EMPIRE'.

Advertisement for 'CRY HAVOC' (Empire) and 'THIS IS THE ARMY' (Warner). Includes text: 'The picture shows thirteen women at war with the Japs. Margaret Sullivan as Lieut. Smith plays the lead, Fay Bainter as Capt. Marsh is her superior officer, while Ann Sothorn, Joan Blondell, Marsha Hunt, Ella Raines, Frances Gifford, Diana Lewis, Heather Angel, Dorothy Morris, Connie Gilchrist, Gloria Gration and Fely Franquelli are volunteer nurses. They are stationed in a battle zone some miles from Manila.' and 'Here is Warner Brothers' version of the much-publicised musical. It has Technicolor, glamour, old songs and routines, beautiful girls, one of those ho-hum stories about show people that clutter up most musicals, and Joan Leslie, Charlie Butterworth, George Tobias and Alan Hale.'