



RCAF Aids in Vast Four-Day Air Offensive

NIGHT FLEETS CRACK BERLIN THREE TIMES

Veterans Join With Rookies as Canadians Work Overtime to Carry Out Bombing Programme

AMERICANS SMEAR KEY CITIES BY DAY

AS Allied bomber fleets fought through their busiest week-end of the war, Canadian airmen shouldered a full share of the bombing burden.

It was a long week-end, starting on Thursday night, when RAF heavy formations, accompanied by RCAF Bomber Group Lancasters, streamed out to Berlin.

On Friday night a force of RCAF Group Lancasters and Halifaxes returned with the RAF to the same target, heaping destruction upon destruction.

In the meantime, United States Army Air Force squadrons were staging some of the greatest daylight attacks of the war on other German cities, as the tremendous onslaught against the Reich gained momentum.

Again on Sunday night the RCAF and RAF bombers carried the battle of Berlin another step towards completion by dumping their third great load in 96 hours on the capital.

In addition to the personnel of RCAF squadrons, scores of Canadians were over Berlin in RAF aircraft.

Thursday Night

Veterans and rookies were in the Canadian aircraft on Thursday's Berlin attack. Veteran of 44 trips is W/C "Bill" Sweetman, D.F.C., Kapuskasing, Ont., who again led the Thunderbird squadron into action. Navigator in the Winco's kite was F/L R. E. Ratcliffe, Kingston, Ont., squadron navigation leader. Leading the Goose squadron was W/C D. S. Jacobs, D.F.C., Toronto. His Lancaster was attacked by a Me.110.

In a RAF Lancaster F/S B. H. F. Binder, a mid-upper gunner from Toronto, completed his tour while three other Canadians were making their first operational sortie. "We bombed two minutes past the zero hour," Binder said, "and a good red glow of fire was already visible. In spite of cloud we could still see it for 100 miles on the way home."

The three rookies on this trip were F/S S. B. Black, pilot, Innisfail, Alta.; P/O G. F. Carruthers, bomb-aimer, Saskatoon; and F/S S. R. Holding, navigator, Welwyn, Sask.

Rocket in Reverse

A rocket-firing fighter, which attacked a Goose squadron Lanc. was shot down in flames. "We shot down the Me.110 just as he was going to let loose one of those firecrackers," said F/S S. E. Campbell, Drumheller, Alta., rear-gunner. He was on

HAYSTACK CAN HIT HAYMAKER

Camouflaged Pillbox Guns Spit. So It Ducks Into a Cloud

On a recent fighter sweep over France, F/L Karl R. Linton, Plaster Rock, N.B., whipping his kite along within five feet of the countryside near Burney, headed straight for a haystack. Suddenly the pile of horse feed began to spurt flame. A cannon shell from the camouflaged German pillbox exploded against the glass windshield of Linton's Spitfire. As the flash came, the pilot instinctively ducked. A shower of powdered glass streamed past the side of his face and spattered against the back of his seat. Some particles ricocheted back into his neck. Linton hauled back the stick and the Spit. climbed into the low cloud. When he arrived back at base and climbed out of the cockpit his clothes were white with powdered glass.

his 20th trip with the Goose men. Skipper of the kite is W/O J. D. Harvey, Swansea, Ont.

Says Campbell, "We were just on the rim of the target area when the fighter started to attack us. He was 400 yards away and silhouetted against the red glow of the flames coming through the clouds. I gave him a long burst and scored a hit on the starboard rocket."

The mid-upper gunner, F/S K. L. Davison, Moosomin, Sask., said, "He broke off but attacked again, coming up underneath us. The rear-gunner fired at him again and the fire seemed to enter the fuselage just behind the cockpit. It must have hit his electrical circuit because all his lights went on."

When the fighter came back for a third attack Campbell poured shot into him. He flipped over on his back in flames and in a few seconds exploded on the ground below.

Others in this crew were F/O Eric J. Hurd, Sawyerville, Que., F/O S. W. Dempsey, Oshawa, Ont., P/O G. R. Butchart, Warton, Ont., and W/O A. R. Walker, Akron, Ohio.

Two recent winners of the D.F.C., P/O Tommy Spink, Vancouver, and P/O A. McIntosh, Revelstoke, B.C., were among the skippers of the Leaside squadron who went to Berlin again.

Friday Night

"It was the most devastating raid we ever made on Berlin," was the report of F/S Joe Pilon, Luskville, Quebec, a tail-gunner making his 29th trip as a member of the Thunderbird squadron.

The Thunderbirds were led by their commanding officer, W/C W. H. Sweetman, D.F.C., Kapuskasing, Ont. Two other Canadian squadrons to have their Winco's out with them were the Moose and the Bison, led by W/Cs W. P. Pleasance, Calgary, and J. D. Pattison, D.F.C., Toronto.

"Like a giant bloody wound in earth" was the description P/O A. L. Olsson, Quebec City, gave for the fires started in the German capital. He is a navigator with the Thunderbirds.

Bluenose squadron captain, P/O Jack Snelgrove, Regina, was equally graphic in his description. Said he, "It looked like Sarnia, Ont., would if the entire Imperial Oil plant there suddenly went up in flames."

F/O Jerry Philbin, Valleyfield, (Continued on page 6, col. 2)

SEVEN HITS, NO ERRORS FOR THIS MOSQUITO TEAM



Victorious crews of the four RCAF Mosquitos who brought down seven enemy bombers in eight hectic minutes over France, pose under the nose of a "wooden wonder" with Air Marshal L. S. Breadner, C.B., D.S.C., A.O.C.-in-C., RCAF Overseas, and A/V/M N. A. Anderson, C.B., Deputy A.O.C.-in-C., who were on the spot to congratulate them. Left to right: Air Marshal Breadner; F/L J. Johnson, Omamee, Ont.; F/O J. Gibbons, Vancouver; F/O Stan Wilson, Leeds; W/C Maxwell, station commander; W/C D. C. S. MacDonald, Vancouver, squadron C.O.; F/O J. Cane, Edmonton; F/O A. Brown, Winnipeg; A/V/M Anderson; W/O E. Beal, Regina; and F/L C. Scherf, Glen Ennis, N.S.W., Australia.

(Official RCAF Photograph)

WINDSOR SPITS COVER NEW ITALY BEACH-HEAD

Squadron's Score Mounts in Hectic Fighting Over Nettuno

Members of the RCAF City of Windsor Spitfire Squadron took part recently in a brief but hectic dogfight over the new Allied beachhead below Rome. Eight of the Spits were patrolling the beachhead when they ran into a greatly superior force of F.W.190s and Me.109s out to attack British landing craft and shipping.

The Canadians engaged more than 35 fighters and fighter-bombers and were later aided by American Kittyhawks. A South American pilot with the City of Windsor Squadron, celebrated his promotion to flight-lieutenant by scoring one enemy, probably destroying an F.W.190 and damaging an Me.109. He attacked at least four aircraft in private dogfights and came out unscathed. F/L William Whipside, Simcoe, Ont., also claimed an Me.109 damaged. The enemy was prevented from reaching the targets and was driven off after the melee above the clouds.

Others in the action included P/O Jack Daly, Crystal City, Man.; F/O Richard Little, Norwood, Man.; W/O Walter Chittenden, St. Catharines, Ont.; F/O Lawrence Hall, Montreal; and F/O Douglas Case, London, Ont.

Next day during a general melee, F/L Howard Sutton, Courtney, B.C., tackled four F.W.s on his own and was credited with at least one probable. When RAF intelligence

FOUND HIS PYJAMAS IN "WINGS ABROAD"

A picture published in "Wings Abroad" of LAC Murray Garrett posing in the upper bunk of an Air Force double-decker somewhere in Iceland, has solved the mystery of the missing flannel pyjamas for his father, back home in Toronto.

Garrett senior's pyjamas, distinctive by their broad pink stripes, vanished from the house one day and were given up as lost. "But when we saw the picture of Murray," writes Mr. Garrett, "the whereabouts of the missing pyjamas came to light. So my thanks to "Wings Abroad" for unearthing them. You might consider another photograph showing how I could get them back."

(The Editor is considering.)

has sifted the reports it is likely he will be credited with a kill as well. The German fighter in question was seen to explode on hitting the ground after plummeting from that part of the sky where Sutton was staging his one-man show.

The action occurred when four of S/L Bert Houle's "long shot boys" took on 18 enemy fighter bombers that were approaching the Nettuno beach-head.

MUSTANG MEN BAG 4 AFTER LEAN WEEKS

One-Sided Engagement as Jerries Concentrate On Getting Away

Ranging their guns on a German kite for the first time since early December, pilots of S/L C. H. "Smoky" Stover's Mustang squadron shot four enemy machines out of the sky last Friday near Chartres, in France. Kills were shared by F/L Gordon Wonnacott, South Edmonton; F/L George Burroughs, Toronto; F/L J. T. Seaman, Lewisville, N.B., and F/O R. O. Brown, Daysland, Alta.

"Altogether, I guess the whole show didn't last longer than four minutes," said Burroughs.

Brown raised the curtain by blowing up an unidentified German aircraft in mid-air. Meanwhile the other three trapped Nazi number two and raked him with gun and cannon fire. Credit was shared three ways among Seaman, Burroughs and Wonnacott. No sooner were the first two out of the way than two Me.109s appeared.

"It all happened so quickly," Burroughs recalled, "it is pretty hard to reconstruct, but I know I shot down the first. It seemed just seconds later that I could see Wonnacott's victim heading for the dirt, trailing plumes of smoke."

Wonnacott said the Germans didn't seem anxious to do anything but get away in a hurry. Not one of them fired back, he reported, and the Canadians had to pour the coal on to catch up.

RCAF MOSSIES GET SEVEN IN EIGHT MINUTES

Four Intruders Wipe Up Sky With Hun Aircraft

WINCO BAGS TWO

JANUARY 27 was a red-letter day for the RCAF Mosquito Squadron led by W/C D. C. S. MacDonald, Vancouver. In eight minutes of furious action over the Continent four of MacDonald's intruders knocked down seven enemy aircraft. "It looks like a record for us," said the Winco, who himself shot down two Heinkel bombers—a 111 and a 117. The rest of the mixed bag was made up of one F.W.200 and four Junkers.

F/L "Johnny" Johnson, Omamee, Ont., and F/O Johnny Cane, Edmonton, accounted for a pair of JUs each, and F/L C. Scherf, an Australian, destroyed the F.W. Each of the combats was decisive. Said MacDonald: "There was no question about them being definitely destroyed. We saw the Heinkels explode and go up in smoke."

For W/C MacDonald's and Scherf's navigator, F/O L. Brown, Winnipeg, the action of January 27 marked trip number 27. MacDonald's navigator, P/O Stan Wilson, said afterward: "It was the C.O.'s first enemy kite. Looks like 27 is his lucky number." Johnson's observer was F/O Jimmy Gibbons, Vancouver, and F/S Earl Beal, Regina, navigated for Cane.

The squadron's former C.O., G/C Paul Y. Davoud, D.F.C., Kingston, Ont., phoned his enthusiastic congratulations when he learned of the day's operations.

HALLY SURVIVES DOUBLE ATTACK

Twice, just after the "bombs away" cry had gone forth, a Nazi nightfighter attacked a Ghost squadron Halifax skippered by S/L C. S. "Chris" Bartlett, D.F.C., Port Qu'Appelle, Sask.

The bomber was taking part in a major action over Berlin when the enemy raked it with cannon fire. "We saw him the first time," says the rear-gunner, P/O R. B. "Curly" Learn, New Westminster, B.C. "He came in from starboard and I opened fire with a four-second burst."

The second attack came from the starboard beam and underneath. "None of us saw him that time," adds Learn.

With the pilot's controls and navigator's instruments shot away the Hally just staggered back to a safe landing at base.

Others in the crew were: Sgt. R. E. J. Campbell, Montreal; F/O R. G. Kelso, Toronto; F/O E. H. Corbet, Toronto; Sgt. C. H. Kyle, Moose Jaw; F/O D. H. Crawford, Portage la Prairie, Man.; Sgt. S. Side, Dilke, Sask.

LAST-MINUTE NEWS

BEACH-HEAD "KILL"

The City of Windsor squadron added a Focke Wulf destroyed and another damaged to a soaring score over the beach-head in Italy. W/C Turner led six Spits on an attack on a formation of F.W. fighter bombers diving on our shipping. In the melee that followed the identity of the pilot who made the kill could not be established, so it was credited to the squadron as a whole. The damaged F.W. was credited to F/L Hedley Everard, Timmings, Ont.

LATEST GEN ON 1939-43 AND AFRICA STARS

Latest details to be received concerning the 1939-43 Star and the Africa Star disclose that squadrons, engaged in Air-Sea rescue duties are now receiving the 1939-43 ribbon. Under certain conditions aircrews at O.T.U.s and meteorological units may also qualify.

However, as far as ground crew in the United Kingdom are concerned, the regulations still do not provide for the award of either ribbon even though the personnel concerned have participated in operational sorties.

Aircrew on the strength of an operational training unit, who

make an operational sortie while there, may count the balance of their time at the O.T.U. towards the two months operational period necessary to qualify for the 1939-43 Star.

Aircrews at meteorological units qualify with two months' service in an operational unit providing they have completed at least one sortie involving a definite risk from enemy action; e.g., a flight over enemy or enemy-occupied territory or waters adjacent thereto.

November 1, 1943, was the deadline for posting to an operational unit in order to qualify for the

1939-43 Star. Personnel, however, who were posted to an operational unit before that date and made an operational sortie and would in the ordinary way have qualified had their operational tour not been terminated by wounds or other disability due to service, will receive the ribbon. The same applies to recipients of an honour decoration or mention in despatches for service in operations.

There is no stipulation as to length of service required to qualify for the Africa Star, though personnel must have been taken on the strength of a

unit or formation at any time for any period between June 18, 1940 and May 12, 1943. But there must be service in Africa only, as operational duty in any other theatre contributes towards necessary qualifying period for the 1939-43 Star, which is the senior decoration of the two.

Nominal rolls submitted by units must list separately personnel who are eligible for Stars and those eligible for Stars and Clasp. Although the rosettes worn on the ribbon to indicate the clasp are not yet available, they will be issued as soon as circumstances permit.

WINGS ABROAD

Published weekly at RCAF Headquarters Overseas. Postal Address: RCAF Headquarters, 20, Lincoln's Inn Fields, London, W.C.2. Publication Date: Wednesday of each week.

EDITORIAL

REHABILITATION

WHAT'S going to happen to me after the war, when I get back into Civvy Street? Most men and women in the services are interested in the answer to that question, and the readers' mail of WINGS ABROAD makes it more than clear that the interest is growing as victory comes closer.

Official Gen

It was felt, nevertheless, that this newspaper could perform a useful service to men and women of the RCAF Overseas in giving the facts as they stand at present: that is, to report what is actually and officially being done in Canada by the Government towards a solution of this problem.

Approval has now been given for WINGS ABROAD to publish the facts as they become available. The material which will appear here from time to time will be completely official and may be taken as the straight facts. We hope it will be of assistance to the thousands of members of the service who have their own individual problems to solve.

POTINS et NOUVELLES

L'OFFICIER - PILOTE ROGER COULOMBE est un vétéran des attaques sur Berlin: ce capitaine d'un bombardier "Lancaster" de l'escadrille "Thunderbird" compte en effet plus de dix opérations sur la capitale allemande, et le récit de ses aventures est une épopée de bravoure et d'endurance. Nous son navigateur est un autre Canadien de langue française, l'officier-pilote Gérard Tremblay, de Limoulo, Québec.

Le lieutenant de section "Lou" Gravel est attendu à Londres prochainement. Le docteur Gravel fut, jusqu'ici, attaché à la défense côtière, comme médecin d'une escadrille canadienne.

L'aviateur - chef "Chiff" Chartier de Granby, près Montréal - a passé une fin de semaine assez extravagante; il a fait un voyage de deux cent milles pour déambuler quelques heures à la pluie battante d'Oxford!

Le sergent de section Jean Pilon, de Luskville, Québec, est rendu à sa dernière sortie de vol de guerre, et s'attend d'être mis au repos pour quelques temps. Ce mitrailleur, avant d'être attaché à une escadrille canadienne de Lancasters, a fait 19 sorties à bord d'un Halifax piloté par un franco-américain.

Le sergent Étienne Girard, radiotélégraphiste à terre, vient d'être affecté à l'escadrille "Leside," pour prendre la direction des "signaux." Le sergent Girard était autrefois instructeur de T. S. F. à l'école de tir et de bombardement de Mont Joli, et fut attaché quelque temps au quartier général de l'aviation.

L'aviateur-chef Camille Godin de Varennes est le seul téléphoniste bilingue d'une station dans le groupe de bombardement canadien. Sa photographie au tableau de distribution continuera son travail au bureau de recrutement à Montréal.

Le sergent-pilote Pierre Lavole se plaint amèrement de la brume londonienne; il a dû s'en retourner à une école préparatoire au vol de guerre après un rendez-vous que la brume a fait échouer, sans pouvoir communiquer avec la charmante personne qu'il voulait rencontrer.

Le sergent-mitrailleur Gaston "Pedro" Lapierre ne semble pas apprécier la longue avenue de fusées qui conduit à Berlin, mais il a une revanche à prendre contre certain chasseur allemand qui arrosa un soir sa tourelle-arrière de balles explosives.

ESCAPES FROM SUBMERGED WIMPY

W/O Len Baxter Lives Through Two Minutes Under Water, Six Days in Dinghy and a Trek

IT took W/O Leonard Baxter, Montreal, just one minute of holding his breath to save being rejected by the air-crew medical board. It took him just twice that time to save his life.

It was on a flight to Burma that Baxter spent two minutes under the Bay of Bengal, trying to find an opening to escape from a smashed Wellington bomber, submerged under about 20 feet of water.

The episode started on an intruder show over Burma, a regular routine in which the crew bombed anything inland which the skipper thought was worth bombing. The plane took off a half-hour after the first aircraft, in weather which was none too good.

Baxter was in the second pilot's position, fixing an intercom plug when the port engine started to act up.

"I thought it was the pilot switching tanks, so I didn't worry," he said. "I went back to my set and asked the navigator for our position. He didn't have time to give it to me. The port engine quit and I felt the kite drop like a ton. I jumped up and reached for the automatic emergency signal. We were only 500 feet up then and I knew we didn't have much time. Before I got to the switch the kite smashed into the sea and sank immediately."

Baxter was off balance when the plane hit, slammed into the bulkhead door and blacked out. He came to in the bombing panel.

"I will never know how I got there," he added. "I groped for an opening in the fuselage and

as the seconds dragged by I started thinking 'I've had it.' I wasn't really scared. I could see the cable going home from Air

through 20 feet of water before I reached the top. I don't remember getting to the dinghy. I was the last one out by a long shot. The poor rear-gunner never made it. He was going back to his position when the kite hit. The aircraft must have broken in two and he was trapped."

The men could see the Burma coast in the distance but since there was danger of being picked up by the Japs they elected to try to land further up in friendly territory. They took off boots and lined up rations for 12 days, which permitted them one biscuit, two malted milk tablets and two sticks of gum per day. The water supply was one full hot water bottle.

That day one of the planes from their own squadron flew over, but, with wet flares, the men in the dinghy failed to attract attention.

"For six days and nights we rode out the winds and driving rains, drifting north," Baxter continued.

A Welcome Sight

"On the sixth morning we sighted land for the first time. Somebody spotted an aircraft flying just under the low clouds. He wheeled, came in low and circled the dinghy once. We saw him wave and then he headed in the direction of Chittagong. It turned out later he was a Canadian sergeant from Winnipeg on a photo reconnaissance flight.

"We knew he'd gone for help and were so happy we could



W/O Leonard Baxter

Ministry listing me as missing and the guys at the station saying, 'Another guy gone for a Burton.' Then I looked up and saw lighter colored water. It was the pilot's escape hatch open. I must have gone up

COMMISSIONED

Pilots.—S. K. Glover, Wallaceburg, Ont.; P. W. Luchinger, Kyle, Sask.; A. N. Holland, Fort Arthur, Ont.; C. R. Ryerse, Port Dover, Ont.; T. W. Head, Toronto; R. A. Peques, Wakefield, Neb.; S. E. Messum, Lloydminster, Sask.; W. J. Rodgers, Norwood, Man.; P. R. Bergman, Winnipeg; W. H. Bowers, Toronto; N. G. Mennar, Toronto; J. J. Morrissy, Winnipeg; W. A. Allen, Dorchester, N.B.; A. P. Bond, Toronto; D. E. Milligan, Calgary; B. J. McCaffrey, Galt, Ont.; A. B. Gardner, Toronto; L. D. Gosney, Allandale, Ont.; R. J. Walters, Edmonton; E. H. Keate, Orono, Ont.; E. R. Smyth, Trochuie, Alta.; W. R. Hewetson, Saskatoon; E. O. Johnson, Barnwell, Alta.; R. J. Lawlor, Niagara Falls, Ont.; W. R. Ferrier, Montreal; E. R. Helms, MacDonald College, Que.

Navigators.—S. S. Clarke, Radisson, Sask.; J. E. McGovern, Peterborough, Ont.; H. C. Galt, Gray, Sask.; D. A. McCabe, Richmond, Que.; C. P. Louth, Lockport, Man.; K. Stenbraker, Kincaid, Sask.; A. P. Ruppman, Shellbourne, N.B.; A. K. Henton, Windsor, Ont.

Navigators "B"—L. K. Taylor, Bracebridge, Ont.; E. A. McLaughlin, Toronto; J. D. Carmichael, Vancouver; T. B. Britton, Little Current, Ont.; W. A. Jackson, Toronto; A. W. Hornby, Montreal.

Air Bombers.—J. W. K. Hall, St. Lambert, Que.; R. J. Brown, Toronto; D. J. Henderson, Gainsborough, Sask.

W.O.A.G.s.—G. Cleland, Troy, Ont.; W. O. McQueen, Vancouver; P. G. Kelly, Oshawa, Ont.; I. D. Tenove, Rimby, Ont.; H. L. Hodde, Ottawa; H. J. Macham, Antler, Sask.; P. W. Matthews, Vancouver; T. H. Hetherington, Smithers, B.C.; J. E. G. Barrette, Berthierville, Que.

Air Gunners.—A. P. Lawson, London, Ont.; A. E. Parker, Windsor, Ont.; A. D. Mac, Winnipeg; H. H. Davis, Winnipeg; K. M. Pulham, Vancouver; L. A. Hoffman, Edmonton; A. O. Stark, Meadow Lake, Sask.; B. L. Brady, Fozzka, Alta.; J. D. McConnell, Windsor, Ont.; W. M. Glouman, Toronto; R. S. Kennedy, New Perth, P.E.I.

Flight Engineers.—E. R. Kirham, Brandon, Man.; T. H. S. Matchett, Belmont, Man.; J. J. Blanchard, Tignish, P.E.I.

Accountant Branch.—W. K. G. Duffin, Thorndale, Ont.

Administrative (Intelligence) Branch.—J. P. Cottingham, Oshawa, Ont.

Equipment Branch.—H. P. J. Delesalle, Leblairide, Alta.

Equipment (M.T.) Branch.—D. McGregor, Ottawa; W. Haslam, Hamilton, Ont.

MEDIUMS SOFTEN FRENCH TARGETS

F/L V. J. J. Faurot, 26-year-old Niagara Falls pilot, led one of the RAF Mitchell squadrons in raids on targets in the Pas de Calais area one afternoon last week. He had already led the squadron on a bombing mission in the morning, but heavy cloud had prevented the mission from being carried out.

"This afternoon's trip was pretty good," he said. "The target was quite clear and I think we did a good job."

F/S Leonard Vaux, Montreal air-gunner, said: "There was quite a lot of flak. So much at one time that I couldn't see the other five kites in our box. It had me worried about them until the sky cleared and I saw them flying with us."

F/S Sidney Land, Carman, Alta., on his 14th trip, claimed it was the worst flak he had seen on any flight. W/O Pryce Stark, Sarnia, WOP/AG, showed two holes in the starboard wing of his Mitchell as mementoes of the trip. According to F/O Don Myhill, Toronto, apart from the flak there was quite a storm to fight through on the way back.

Other Canadians flying in the squadron were F/S John Hunt, Edmonton; F/S George Kozoris, Trochu, Alta.; and W/O Aleck Simpson, of Montreal.

FIGHTERS HUNT IN PACKS OVER FIERY MAGDEBURG

Drama, Farce Blend in Combat Report From Bomber Group Bases

Neither flak, nor wolf-packs of fighters, nor even the awkward feeling that comes of stooping in on a man-sized target with your navigation lights flashing like neon signs, kept the boys of RCAF Bomber group from doing a thorough job of demolition at Magdeburg last week.

F/S C. P. R. "Sammy" Sambrook, New Westminster, B.C., rear gunner, reported that German fighters were hunting in packs over the target area. "I saw four Ju88s attacking a single Halifax like a bunch of wolves after a deer," he said. Others in the crew captained by P/O Don Berry, Trail, B.C., told of seeing Nazi nightfighters swarm over the heavy bombers in twos, threes and fours.

One Thunderbird squadron crew was credited with a probable when halfway to the target the rear gunner, F/S W. A. Park, Powassan, Ont., opened up on a Ju88. The Nazi pilot broke off the attack when tracer bullets found his fuselage, but swooped in again a few minutes later. This time the mid-upper gunner, Sgt. A. Carlson, Winnipeg, joined in and the fighter disappeared suddenly. "A few minutes later we saw a bright orange flash on the ground below us," said Carlson. The navigator, F/O R. St. Jacques, Montreal, added, "Judging by that bright flash and the red glow that continued after the explosion, I believe we destroyed him all right."

All Lit Up

A Goose squadron Lancaster, piloted by F/L R. "Robbie" Burns, Sault Ste. Marie, Ont., made its bombing run over Magdeburg with its formation and navigation lights gleaming through the blackness from the tip of each wing. Burns, a veteran of 28 trips, discovered that the lights were on early in the trip but could not switch them off. Even when the lighting fuse was removed the revealing lights stayed on. Undeterred, Burns swept on to the target, bombed it and returned safely to base.

On the Thunderbird squadron there's one bomb-aimer who will remember the Magdeburg show for the bangover it got him and the merciless ribbing the boys dished out when he got back. F/O Lawrence H. Power, Sydney, N.S., was lying in the compartment while the Lancaster skimmed along at 20,000 feet, when his oxygen began to give out. Power told the skipper what had happened and asked him to keep talking over the intercom, so that he wouldn't be forgotten by the crew if he should faint.

"What's two times two?" asked the pilot as the rest of the crew listened in for a reply. "That's a s-t-o-o-p up question to ask a fellow away up here, and besides..." With that the fainting air bomber lapsed into a stupor, babbling all sorts of

BRUSH-OFF CLUB

Down in North Africa where the lonely hearts used to gather, someone came up with the bright idea of founding a Brush-off Club for overseas Lotharios who'd been given the go-by by the gals at home.

Each day the membership roll grows and already fighting men of pretty near all the United Nations are represented. To accommodate their numberless members, officers of the Brush-off Club have erected a large panel on which are posted pictures of the girls who couldn't wait.

At least one member of the RCAF has enrolled and can be seen grovelling in misery with his fellow cast-offs of the Algiers chapter.

things—wise and foolish—over the intercom.

The skipper ordered the flight engineer to the rescue, and Power was soon revived through the portable oxygen unit.

F/S F. B. Dennis, a Lion Squadron bomb-aimer, had just given the order "bomb doors closed" after sending his bombs away, when he saw a stream of tracer fire, spotted an Me109 on the port bow below and gave the captain (F/S C. H. Coathup, Unionville, Ont.) evasive action.

The Nazi fighter's first burst was wide of the mark, but the second damaged both starboard engines. The starboard inner cut immediately, but the outer engine was only slightly damaged and kept turning over. The fighter then broke off and disappeared before the rear and mid-upper gunners could return his fire and the Halifax returned safely to base on three engines.

Four Crowded Minutes

A Bison Squadron crew led by P/O H. W. Mitchell, D.F.C., Fredericton, N.B., packed hours of living into four tense minutes during the Magdeburg show. Sgt. R. H. Fallon, Westmount, Que., mid-upper gunner, was the first to spot Jerry. He ordered evasive action as the fighter came weaving in and opened fire at 250 yards range. The skipper kept twisting and turning for fully four minutes, while the Nazi pilot let fly three more bursts, holding the port mainplane in four places. The rear-gunner, P/O W. W. Tucker, Greenacres, Ind., sent one short squirt at the enemy and he vanished. P/O Mitchell and all his crew came out of the engagement unscathed.

CASUALTIES

KILLED IN ACTION.

L. F. Burke, W/O; T. F. Clemenhagen, Sgt., Brantford, Ont.; G. W. Fordyce, F/S, Belleville, Ont.; J. A. E. Munroe, F/S, Winnipeg; D. Wainman, F/S, Fort Fraser, B.C.; E. C. Currie, F/S, Montreal; J. D. Fairbairn, P/O, Windsor, Ont.; A. E. Ferguson, F/S, Fort Erie, Ont.; W. G. Love, F/S, Carolina, U.S.A.; R. W. MacDonald, W/O, Toronto; K. F. Perera, P/O; G. M. F. Stockwell, F/S, Camp Borden, Man.

MISSING, BELIEVED KILLED IN ACTION.

D. E. Hicks, F/L, Centralia, Ont.; C. T. Hooper, Sgt., Winnipeg; S. W. Lucyk, F/S, Oshawa, Sask.; J. McE. Smith, Sgt., Hamilton; J. J. Crawford, Sgt., Hamilton; S. Smith, F/S, Kamloops, B.C.; W. R. H. Shore, F/S, Vancouver.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION.

J. R. Milligan, F/S, Edmonton; K. N. Read, Sgt., Saskatoon.

WOUNDED OR INJURED IN ACTION.

A. C. Yule, Sgt., Toronto.

MISSING.

L. D. Dingley, F/O, Cranbrook, B.C.; S. W. Matthews, F/L, Winnipeg; H. T. Penfold, Sgt., Guelph; R. Gardiner, F/L, D.F.C., Elmwood, Ont.; J. G. S. Kavanagh, F/S, Cardinal, Ont.; W. J. Lawrence, F/O, Waskatenau, Sask.; H. K. Leifroy, F/O, P. J. Martin, F/S, Toronto; V. L. Miller, F/S, Paris, Ont.; J. G. O'Dell, P/O, Wetaskiwin, Alta.

KILLED ON ACTIVE SERVICE.

J. Ashwood, F/S, Toronto; K. D. Attwell, Sgt., Victoria, B.C.; R. C. Burgess, P/O, Nelson, B.C.; D. C. B. Day, Sgt., Montreal; N. E. Long, F/O, Toronto; R. J. McCruden, F/O, Pointe du Bois, Man.; W. J. Mayo, F/S, Toronto; W. H. Oakley, Sgt., Toronto; D. M. Thew, P/O, Guelph.

WOUNDED OR INJURED ON ACTIVE SERVICE.

J. N. Milloy, F/S, Toronto; G. W. Hankins, F/O, Calgary.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE.

B. H. Pringle, F/O, Harris, Sask.; A. M. Fraser, F/O, Regina.

DIED ON ACTIVE SERVICE.

J. W. Downs, F/O, Welland, Ont.

PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR.

H. A. Brown, P/O, Rose du Lac, Man.; A. E. Hannah, F/L, Weirdale, Sask.

G/C CATCHING UP ON OLD STUDENTS

G/C W. A. Jones, Vancouver, is beginning to catch up with some of the boys he pinned WAG brevets on back in Canada since he arrived in England and became C.O. of an RCAF station from which the Thunderbird and Goose squadrons operate.

Many gunners passed through his hands when he was at Jarvis, Mossbank and Lethbridge schools. Three of them are on his station now, F/L D. W. T. "Gibby" Giblin, of Sydney, Australia, F/O I. W. "Pete" Peterson, Grassy Lake, Alta., and F/O Paul C. Cox, of Toronto.

Giblin, oldest member of the Goose squadron, received his wing at Mossbank, where Jones, then a wing commander, was chief instructor. He is now awaiting posting to Canada for pilot training after finishing a tour of ops. Peterson also received his at Mossbank. He is in the crew of W/C Bill Swetman, D.F.C., Kapuskasing, Cox, a WAG with the Thunderbird squadron, graduated from the Lethbridge school.

BOOK REVIEW

"The Fire was Bright." By Leslie Kark. Published by Messrs. Macmillan and Co., Ltd., St. Martin's Street, London, W.C.2.

In this compact little book are 13 stories of the men of Bomber Command. The first is about the incomparably gallant F/S R. H. Middleton, V.C., Royal Australian Air Force. Others tell of experiences in the air, on the ground and in the dinghy. The characters are real and from life and they are of mixed national backgrounds.

The author is an RAF Public Relations Officer, who has been writing about the men of Bomber Command for the past 30 months. He has flown on operations with them. His book reflects the admiration and sympathy for the flyers of one who has come to understand their problems.

The book is recommended to both air crew and ground crew of the RCAF. These are good stories, well told.

THUNDER FLASHES

By DON PATTERSON

PILOT OFFICER BILL SHELLINGTON, D.F.M., has recently joined the new arrivals up here, and with a good supply of tooth picks, to boot. Asked where he got them he casually answered, "I'm not sure whether it was the T-Bone at the 'Samovar' in Montreal or the Porterhouse at the 'Top Hat' in Toronto." Anyway, they were the first we had seen for a long time. Bill hails from Brantford, Ont., where he has been spending a spot of leave, but is back at it again, dit-dit-dah-ditting for our new O.C. "B" Flight, S/L "Al" Avant, D.F.C. Another second tour man, and also a member of this "Gen" crew, is F/O "Bob" Priddy, D.F.C., our only Canadian flight engineer. F/L Devan, our Scottish F/E Leader who moved the N.A.A.F.I. ribbon over an inch, is sporting the "purple and white" this week and made some crack about the Flight Engineers getting a little recognition in WINGS ABROAD, now that we have become Canadianise in that section.

Squadron Bombing Leader F/L Mark Roach received a further "gong" last week and reading from left to right is now D.F.C., D.F.M., etc. Improperly dressed these days until they get that Oak Leaf up are F/S J. E. Joyal, St. Agathe, Man., the "Serviceability King," and Sgt. "Tommy" Plunkett, of Montreal, the O.R., K.R. and A.F.R.O. Maestro, who were mentioned in dispatches this month. President and Secretary of their mess, these two originals of the Squadron richly deserve a back slap from all and sundry.

Feminine Touch

The two new "Fine Feathers" in the Thunderbird plume, namely, "Joyce" Ford and "Aggie" Miller, are now equipped with an aircrew Trades Index apiece with which to keep track of all the air-crew traffic who come to scan the "Green Sheets." What a business we have had since their arrival!

The "Berlin Kid," P/O "Rog" Coulombe, still piles them up and the folks back at Montmagny, P.Q., will be interested to learn that he now wears the D.F.C. "C'est la Guerre."

W/C W. H. Swetman, D.F.C., and crew are still hitting the big city, and hard. F/O "Taff" Thomas, D.F.C., the Winco's R/G, says he had three hours sleep, three wakie-wakies and was back at it again, when he woke up two days later he asked if this was 1944-45.

Sgts. Mess capers include numerous sleep walking enthusiasts. The story goes that the billets were just a little too far, the rain a little too heavy, and the hour a little too late to have to brave the trek back home. About ten stiff-necked, bearded N.C.O.s awoke the following morning with angora tongues and proceeded sheepishly to their line of duty.

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ALTHOUGH he calls it just a plugging along behind his English skipper, F/L D. N. "Danny" Row, Smith Falls, Ont., has piled up enough ops. to be credited with one tour and is well on his way to finishing a second.

"Danny" spends his time in a RAF Lancaster shooting away German nightfighters. There has been a wide selection of targets in "Danny's" life, including six Berlin jobs and three to Milan.

Before going air crew he worked as wireless electrical mechanic in the U.K. When his remuster came through he took his air crew training in England as a WOP/AG. Only Canadian in the course, he was also the only man to graduate with a flat hat.

Two other boys who remustered from ground trades to become flying men are F/O Jack Robertson, Vancouver, and his brother, F/O Doug.

Jack landed on these shores on Christmas Day, 1941, as a corporal fitter. In July of '42 he became a sergeant. Then a month later his remuster came through. He took all his air crew training in this country and was posted to Coastal Command as a flight engineer. In eight months he piled up 650 ops. then in Catalinas, sporting the then-secret Leigh lights.

Slinky, These Subs. He reports that only once did they spot a sub. That's the only contact he's had with the enemy.

Meanwhile Doug arrived in England in November of '42. He was for a time a transport driver at 4 Training Command back home. He remustered to air crew on Pearl Harbour Day and came across as a pilot.



Brother Jack and Brother Doug

The boys have one great ambition—to be posted on the same squadron. They don't know whether they swing the deal or not, but they're willing to move heaven and earth in the attempt.

From way down south in Ceylon comes word of W/O G. H. Easton, Montreal, who graduated from Uplands two years ago last month. Since being in the East he has lost contact with a lot of the boys of his class, and would like to hear from some of them, particularly any who may be in the Indian Command.

Nine consecutive ops. on

EX-TAR NOW FLIES IN NIGHT INTRUDER

"I was a mighty young duffer," claims F/O C. M. "Jas" Jasper, Long Beach, Calif., when he first got the yen to be a flying man back in 1933. Now he is a recent addition to a RCAF night intruder squadron.

Learning the U.S. Navy was to train pilots, especially in glider work, he joined up. Two months later he was disappointed when he was washed out. With four years still to serve, he became a gunner's mate's striker and began to see the world with the U.S. Pacific Fleet aboard the cruiser U.S.S. Louisville. He became heavyweight boxing champ of the Fourth Cruiser Division of the Pacific Fleet.

He left the navy in 1937, worked on the oil fields for four years, took flying lessons and eventually secured his licence. In June, 1941, he headed for Canada and the RCAF. He served as an instructor under the Air Training Plan for 13 months.

New Zealanders SWEAR by KOLYNOS! of course

Canterbury lamb may be tender, but the men who hail from the ranges of the Dominion are tough—mighty tough! Small wonder that they have formed the spearhead of our attack

Berlin is the record piled up by P/O Edgar T. Jones, Edmonton. This represents well over half his total of 15 do's. Ed has just been commissioned. There are two other RCAF lads in his RCAF Larc crew, E. N. Hooke, Toronto, and P/O J. R. Boyes, Monroe, Wash.

Reich-Wreckers Three other Canucks who have been wrecking the Reich in RAF Lancs. are Sgt. Jack Milligan, Niagara Falls; Sgt. Syd Hensher, Edmonton, and Sgt. Pierre Armstrong, Prince Rupert, B.C.

F/S Grant Knowles, Fort William, has been on just one op. but that was a honey. Magdeburg was the target. He and three other Canadians, two Englishmen and one Fighting Irishman plastered the Elbe river city and got back without incident.

Canadians in the crew are F/S Phil Wilson, Edmonton, the skipper; Sgt. Pete Hardimal, Montreal; and F/O Paul Noble, who hails from the Toronto area.

Pete Hardimal was at one time in the merchant marine. He was stranded in England, got fed up with inactivity, joined the RAF.

Test-piloting with the RAF is F/S "Tim" Timmins, a Saskatchewan boy. At the same unit, but in a navigating capacity, is F/S Johnny Thompson. Says Johnny: "That local down our way is just an O.T.U. for Piccadilly."

THE MAIL BAG

By SGT. C. L. GAGNON

ONE inquisitive Wld asked what Sgts. Ferguson and Bradley were up to one evening lately—walking home at a very early hour. Puzzle is—what was she rambling around for herself? Answer for one LAW Pike!

LAW "Pudge" Fairfield and LAW "Lanky" Davidson did an admirable column last week. Check up on them if they gave away too many confidences.

Arrivals—Cpls. Dearing and Turnbull.

Departures—Beniston and Cpl. Barton. The boys will be missed, especially Algy.

Since 48s have come into being, it is hoped that places other than Manchester will be visited on the week-end pilgrimage.

Veteran rugbyist "Pop" Popowski is unhappy these days—seems there's to be a rugby game against the Yanks and he's ineligible for the Canadian lineup.

Back to Work

Those back off leave and in the harness again include ACs Jenner, McLeod, Williams, Sgt. Wheeler, Cpl. Schildemeyer, LAWS Blair and Taylor.

J. G. Morrison and "Bing" Anderson tell me there are some good games of hockey to watch these Sunday a.m.s. The team's record, so far, won 6, lost 2. Anyone interested, contact these men for the why, when and where.

Social Note DeLuxe: LAW Osbourne and LAC Hovey, on leave from up north, seen having tea for two at the Thistle.

What's this, LAW Parks, about Cpl. Wylie being afflicted with a case of feminities.

RED INDIAN SWEEP

Over the North Sea to Holland went a small group of Red Indian Squadron pilots the other day. Although they swept over German airfields, nothing took the air against them. Some of the lads in the sortie were F/L John Sherlock, Calgary; F/O Percy Alan MacLachlan, Vancouver; F/O Robert "Scotty" McRoberts, Calgary; and F/O Jim Davidson, Waterloo, Que.

FIGHTER ACE PASSES UP DOUBTFUL CLAIM

F/L James Edwards, D.F.C., D.F.M., North Battleford, Sask., top-scoring RCAF fighter pilot of last year's Middle East campaign, does not believe in cheap claims.

He got in on the tail end of a series of scraps one afternoon recently, during which other members of his RAF Spitfire wing shot down three enemy kites without loss. Edwards, who returned to action recently after a six-month lay-off, fired at one Jerry and his squadron mates are convinced he scored hits. Edwards, however, refused to claim it, so his score still stands at ten destroyed, five damaged.

WEST AFRICA

By "Bugs" Dorsey

THE welcome mat is out again, this time for W/O Pearce-Gervais, of Quebec City, who joined the RAF Reserve of Officers in 1938. He lost no time in looking us up shortly after his arrival.

Christmas is just a memory now—but what a memory! We managed to survive the festivities without casualties, which is something to be grateful for. Visiting us over the holiday season was Sgt. H. Greenall, a Code and Cypher wallo from New Westminster, B.C. The grapevine has it that Sgts. Bassett-Spiers, Rutherford and Greenall rendered "O Canada," and "Alouette" before the A.O.C., West Africa Command, when they were being entertained at the officers' mess on Christmas morning.

Later in the day, the officers and sergeants visited the air-men's mess, donned waiters' uniforms and served up the Christmas dinner. In the course of the meal A/V/M J. B. Cole-Hamilton, C.B., C.B.E., spoke briefly. He said he hoped this Christmas would be the last in the service for most of the air-men present, and that next year would find them eating plum pudding in their own homes.

Ross and Bob tried to set the pace for the natives who had one long celebration lasting from Christmas Eve till New Year's Day. It's hard to say who won, but I do know that Ross and Bob had breakfast in bed on New Year's morning. Then there's the yarn about Ross wandering around with the Christmas wreath on his neck. Maybe I should desist. He's a pretty husky fellow.

Four-Engined Santa

At Christmas the Air Ministry authorised a Liberator to fly in the holiday mail from Britain to West Africa.

A/V/M J. B. Cole-Hamilton's personal Hudson had gone up the route to pick it up, but the Lib. was late. By the time it arrived and the load was transferred night closed in, and the pilot, F/O J. U. Bernard, Caron, Sask., had done no night flying since O.T.U.

If the navigator, F/O D. C. Conroy, were willing, Bernard would chance it. Conroy agreed. Suddenly both men remembered they had a passenger and how would he feel about taking off in the dark with a pilot whose night flying was bound to be rusty? The passenger, a F/L Carroll who was in charge of the Command Post Office, was game. So all the way back Carroll sorted the mail, Conroy navigated, and Bernard flew. At the journey's end he came down to a perfect landing, and as a result all stations in the Command got their mail for Christmas Eve.

THETA DELTA CHI

All Fraternity brothers are meeting in London on February 19. A dinner will be held at 6.30 p.m., Savoy Hotel. Details may be obtained from P/O E. E. Spencer, BM/EES, London, W.C.1.

ICELAND-BORN WESTERNER CERTIFIED AS A BLUENOSE

Iceland-born F/O Karsten Ari Solmundson, who grew up around Riverton, Man., is a certified Bluenose despite his origin. The Bluenose tie-up has nothing to do with Nova Scotia or the trim racing schooner. It all began when explorers Rold Asmundson and Vilhjalmur Stefansson started a Bluenose Club for all flyers who had crossed the Arctic Circle at the controls of a plane.

"Solly" qualified while operating with a Norwegian squadron out of Iceland and carries a document which testifies that "P/O K. A. Solmundson did on July 17, 1941, appear in the northernmost reaches of my realm, explained in the aircraft N3PB in latitude 68 degrees 33' north and longitude 18 degrees westbound for the dark and frosty wastes of the Land of the Midnight Sun, and did with my royal permission enter the dread regions by crossing the Arctic Circle. By

THIS RISING SUN HAS SET FOR GOOD



The Japanese flag used to adorn an Army 97 Bomber which was shot down by a member of the squadron on the Burma front, on which these two Canadians are pilots. F/O Verne B. G. Butler, Edmonton, has shot down a bomber, probably destroyed another and damaged a third. F/L L. H. LeCraw, Norland, Ont., has one bomber confirmed.

(Official RCAF Photograph.)

NICKNAMED AFTER PRACTICE SPLASH

A story goes with F/O J. A. Roussell's nickname of "Splash."

The Montreal Mustang pilot went on an air-sea rescue course, part of which involved being set adrift and then rescued by a Walrus aircraft.

However, just when the Walrus began fitting nicely into the picture as far as Roussell was concerned, it had to whistle off on a bona fide rescue job and "Splash" spent the next four hours in the middle of a lot of water, hoping he'd be remembered.

BLACK BULL BOYS

By PRO

THIS little story was told us by John "For Whom The Bell Tolls" Pocock, an orderly room wallah. An LAC clerk on a Battle School was advised by an officer that he (the officer, mind you!) was the proud papa of a bouncing young Canadian. As papa had forgot to bring along the birth certificate, the following entry appeared in Orders.

PRUNE J. C47126 A/P/O (Acct.), Born to the wife of the m/n officer, a son (Adolph).

AUTHORITY: Awaited!

Station news in brief, Gordon McLean, Meaford, Ont., has hied over to the fighter lads. Best of luck, Mac. George Sutton is spending his spare moments using his best tenor voice to entertain the boys in the local hospital. P/O McNamara (ex-Lion Squadron), is making a name for himself on our famous hockey team. Jimmy Delaney, the Montreal cowboy, seems to have an increased staff these days. The idea seems to be "Music while you work!"

Here is the BIGGEST news in weejees! The last two issues of WINGS ABROAD were unusual! "Beaver Base" by Jimmy Gunn, did not contain a SINGLE belittling remark about Vancouver or Calgary. Whatsamatter, James, losing the old touch! Jack Dale sends his best (feud) wishes!

ICELAND-BORN WESTERNER CERTIFIED AS A BLUENOSE

virtue whereof I, Neptunus Rex, ruler of the raging main, do hereby declare him to be a loyal and trusty Bluenose, and do call upon all icebergs, sea lions, narwhals, polar bears, whales and other creatures of the frigid north to show him due deference and respect. Disobey under pain of my royal displeasure. (Signed) Neptunus Rex, ruler of the raging main by his trusty servant, Aurora Borealis, Queen of His Majesty's Northern Provinces.

F/O Solmundson now flies a Thunderbird Squadron Lancaster and has 78 sorties in Coastal and Bomber Commands entered in his log-book. In recognition of his work with the Norwegian Air Force he wears the red ribbon of the Haakon Medal above the left-hand pocket of his tunic. His brother, F/S S. E. Solmundson, is a flight engineer on a Liberator flying coastal patrol off British Columbia.

EXPERIENCED S.O. FOR BEAVER BASE

With over 1,000 hours to his credit and flying experience on fighters, bombers, flying boats and seaplanes, S/L R. R. B. Hoodspith, Belleville, Ont., brings plenty of experience to his new job as chief signals officer of the RCAF Beaver Base in Bomber Group.

A member of the RCAF for over eight years, the 31-year-old signals expert spent almost five years at sea as a commercial radio operator prior to his enlistment in August, 1935. He now acts in an advisory capacity to the commander of the base.

Hoodspith is one of the oldest squadron leaders in the Group from a point of view of seniority. He enlisted as a W.E.M. and has specialised in signals ever since. When air crew category in the permanent Air Force was opened to other trades than aero-engine and airframe mechanics, Bud became the first sergeant pilot from the wireless trade. At the outbreak of war he was posted to Western Air Command and flew on Blackburn Shark torpedo bombers on coastal patrol. Commissioned, he was posted to Ottawa in February, 1940, as a signals officer with the School of Army Co-operation. He moved later to Dartmouth, N.S., then to Newfoundland, and finally overseas in December, 1942.

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CREE INDIAN FLIES AGAINST JAPANESE

An Indian in India is Sgt. Albert Corston, Chapeau, Ont., whose grandmother was a full-blooded member of the Cree tribe. Corston is an RCAF Hurricane pilot, flying against the Japanese.

His grandmother married a Scottish fur trader who went to Hudson's Bay 70 years ago. They later settled in Chapeau. Corston was born and went to school there. He is still able to speak some Cree, and entertains his fellow airmen with tales of the Cree and Ojibways in their heyday.

K.R. and A.C.I. He sat studying for a while and then left, saying: "Just leave my books as is, guys, I'll be back shortly." Some time later he returned—no, he hadn't dropped down to the corner drugstore for a coke, he had been over enemy territory on ops, dodging flak and everything that goes with it—just like that!

A certain popular Flying Officer was "shaken rigid" the other evening while enjoying his "point of arf and arf." We hear he spotted a beautiful blonde across the bar and told the waiter to ask her what she'd like to drink (mentally calculating a triple scotch). She answered very demurely, "Orangeade, please," and the expression he had as he breathed "Yegawds, Sunday School teachers," is one for the records. Thanks again for your hospitality that night, Sir.

LACs Patridge (the armoury's "star clerk"), Irvine and Elliott are flashing radiant smiles since they received word that they'll leave shortly for aircrew training. Is Pat's reluctance to go due to a certain WAAF in the Equipment Section?

GODFREY'S FIELD

By LAC MIDDLETON and CPL COLLINGWOOD

AN RAF sergeant, clad in blue and white striped pyjamas and great coat, was making a hurried entrance to an air raid shelter that was flooded with three feet of water. You guessed it—he tripped on the bottom step and fell headlong into it. (Much to the amusement of two ACs behind him.)

Cpl. "Buck" Briscoe—newest dart champ down at the local—was cycling up the muddy lane to the Administration Building, with his new battle dress proudly held in his left hand, holding the handle bars with the right and a pipe in his mouth. The flowers, the trees, the birds, the sunshine. (Yipe, what an imagination!), and he forgot for a moment that he had a bike under him. Result was he removed his pipe to sing a chorus with the birds, and . . .

What's happened to our pal, LAC Dick Evans? Only a few weeks ago we knew him as the pipe, slippers and fireplace type and now he's a wolf, "A" group! We're wondering if it was sheer admiration for our hockey team that caused Cpl. "Colly" Collingwood to burst all the buttons from his tunic at the game in Brighton last week, or if English girls are still collecting RCAF buttons!

Awfully glad to see LAC Rube Carbol back with us after spending so long in hospital.

Busy But Quiet

A lesson in nonchalance for the "worry-warts." One of our favourite Flying Officers, appointed "Prezz" of a recent Court of Inquiry, came up to the orderly room to gen up from

Everything from the Cap down

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



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AUSTIN REED OF REGENT STREET AND PRINCIPAL CITIES

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST



WITH THE 'RADIO MECHS.

VISITING FIREMEN

ONE of the old original radio mechs, Bert James, London, Ont., now sports sergeant's hooks while bashing rads for a Newze squadron.

There are seven other Canucks in the radio section of this particular unit, all from the east. They are Cpl. Jules Letellier, Montreal; Cpl. Syd Solley, Toronto; LAC (maybe now a corporal) Maurice Demers, Montreal; LAC Paul Rovire, Montreal; LAC Johnny Sawyer, Paisley, Ont.; LAC Jerry Arnett, Sudbury; LAC Mart Freedman.

With one of the brightest new commissions in the radio game, P/O Bruce Underwood, Kitchener, Ont., took a spot of leave in the big town last week. Bruce graduated from Officers' Training Course with six other former erk radio mechs.

Among the boys who have just made good in radio are Slim Simmons, Vancouver; Bob Smith, Regina; Dave Scollard, Toronto; Cliff Whittington, Hamilton; Jerry Dwyer, London, Ont.; and Tommy Foster, Winnipeg. All are now P.O.s.

Bruce also furnishes the names of some other lads who are in the process of picking up enough gen to get their flat hats. These lads, now officer cadets, are: Bob Priestman, Toronto; Stan Higgins, Toronto; Bill Thompson, Toronto; Frank Wise, St. Catharines, Ont.; and Tass Russel, a Saskatchewan boy.



P/O Bruce Underwood.

Bruce is another old-timer among the Canadian radio mechs. He came overseas about two and a half years ago. He took his radio training at the University of New Brunswick and then in this country.

Before the war Bruce worked for a big tire and rubber company, which he admits isn't particularly good training for the radio business. Comes peace, Bruce doesn't intend to go back to the rubber business, synthetic or gen. Rather, he would like to keep on with the radio training he has garnered during the war.

Two other R.M.s who showed up in London on leave this past week are LAC Ralph Winsley, Saskatoon, and LAC Jim Noakes, Toronto.

From a Coastal Command squadron in Ireland comes LAC Jack Howard, Hamilton, Ont. Jack is one of the few lads who went to the Emerald Isle with the first radio mech contingent. He's been over here well over a year now. Jack is no midget. When he bashes a radio it stays bashed.

NORTH ENGLAND

By George Maybee

WE are glad to see S/L Beal back on the job after being under the M.O.'s wing for the past few weeks. We also notice



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 'Moorlands'."

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

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

the addition of a third ring to his arm. Congratulations, Sir!

During his absence, F/O Bennett and P/O Morgan kept the electron tamers on the straight and narrow. Mr. Morgan is another R.M. who has made good, once being a jeep-pusher like the rest of us. Welcome to our little family of tube bashers.

It has often been said that radio "maniacs" are a bunch of crackpots. Lo and behold, even on this unit there are signs of mental disintegration. One evening recently, Cpl. "Sandy" Sanderson was observed industriously poring over a jig-saw puzzle. In one corner of the billet, LAC Perry was listening to a radio programme that wasn't there and Vic Swirzon was in the wash-room talking to himself in the mirror. A short time later, Jeff McDowell, Bud Backhouse, Sam Arenow, Bill Hogg and Johnny Walker were observed combining their mental resources to solve the jig-saw puzzle.

Maurice Kopelow recently returned from leave to continue his interest in meteorology. "Kop" sends a warning to all amorous airmen—never be seen in a place you shouldn't be with your name printed in large black letters on the back of your overalls if you wish to remain unidentified.

Yours truly was Cupid's little helper last week when he furthered "Mac" McVitty's romance with a WAAF at Jock Lance's stamping ground, a local dance emporium.

DOWN SOUTH

By "Butch"

SEVERAL of the lads returned from courses this week to plague the sergeant with questions of "When can I go on leave?" "Don't forget me," "My name's Gattfield, remember?" or "Just seven days, Sarge?" LAC Beatty, St. Catharines, was among them and from all reports enjoyed himself.

LACs Morrice Krantzberg and Wally Harwood are off to see what they can learn. Best of luck, boys. I hear the NAAFI is a fair spot up there. LAC Herby Hawthorne expects to follow them shortly.

Cpl. Bob Budd has been investigating the parcel situation lately and he finds that Canadian parcels aren't properly cared for on this station. Something is being done about it after much trouble. Bob is a Nova Scotian, hailing from Springhill. Keep at 'em, Bob!

ECHELON ERKS

By CPL. R. HAMEL

LOOK here, fellows, don't blame me if you have missed one copy of WINGS ABROAD. It's not my fault. It's RCAF H.Q., they boob too once in a while.

The plumber's brawl was a real success. Everybody on the station is talking about it. Everyone behaved (for a change) except little man Gilbert, but honestly it was the brick wall this time. Everybody had a jolly good time, not too many flat hats, just enough to keep a few Waafs on their toes.

Tex Whalen sang a couple of songs and everybody thought they were playing records of Bing. The assistant dentist and a gal from ops, won the Jitterbug contest. After the contest was over someone told Okie to get some Jitterbug hours in.

Four Leave

Four old timers left us last week: Cpl. Luchsinger, Cpl. Lundy, Cpl. McGuigan, and last but not least Cpl. Hollingshead. Congratulations on your promotion and all the best of luck in your new job. All the old timers in this outfit seem to be going one by one. There aren't many left; first thing we know a few of us will have left here with a bunch of sprogs.

Newcomers to the outfit are LAC Bates, LAC Daigle, LAC Corby, AC Phillips, and two lads from Bonnie Scotland, AC Milne and AC Wood.

Have just received a brand new discip. from Canada, F/S Purdy from somewhere in Sask. He's all right. Drop in and get yourself acquainted. There is a lovely canary for sale. I believe it's a Yorkshire roller.

BEAU OVER BURMA

Shooting up Japs over Burma is the good kite "Peterbeau." She's a Beaufighter with a Peterborough crew, hence the name. Peterborough, Ont., supplies the pilot, F/O Stuart Laing, and Peterborough, England, furnishes the navigator, F/O William House.

The Peterborough boys have flown together for many months. One of their recent operations was the strafing of a power station near Lashio.

SPIT VETS WILL INSTRUCT TYROS

Five Canadian Spitfire pilots who wanted to keep right on flying until the last shot in this war had been fired bounced into a base personnel depot in Tunisia recently to be posted as instructors.

A fighter pilot's tour of operations runs to plenty of hours, but all five had gone well over the time voluntarily and would have kept right at it if senior officers had not ordered them out of the lines for a rest. The five were old acquaintances. Their paths had crossed in skies over Britain, France, Malta, Sicily and Italy.

Top scorer among them is F/L I. P. "Hap" Kennedy, D.F.C., Cumberland, Ont., who is credited with 10 enemy aircraft destroyed and one probable. Next to him is F/L William Olmstead, Hamilton, Ont., with two destroyed and four damaged. Both Olmstead and Kennedy had gone 100 hours over their tour.

Third on the list was F/O Bill Hockey, Kentville, N.S., with one destroyed and two damaged in 220 hours. The other two are F/O Ross Whitney, Chapleau, Ont., with a half destroyed, one and a half probably destroyed, and two damaged; and F/L John Stock, Ottawa, with two damaged during an extended tour.

MUSTANG MEN

By SLICH

MONCY'S men bring greetings once again. What with leaves, visits to the nursing sisters at number 12 (who wouldn't spend a fortnight in dock when the sisters come around and sing "I want to go where you go?"), we find it difficult to gather our wits once again. Recently we spent a couple of days at Maple Leaf Club No. 1 in London. Who should we meet there but Jack "Sgt." Roberty wandering about with a long face because one of those arm band guys had found him in the big city without said necessary chit.

After a week of keeping Frank Ward out of the knowing clutches of the femmes at Oxford, we arrived back at camp to find that Jerry "Cpl." Walker's moustache had grown even longer and redder. Boy, it's a doozer now. Found Slim Sturgess all in a dither too. He'd been sent off to a course for limbering up or smartening up. Couldn't ever get out of him just what he was going for.

Genial W/O Pimlott hastened up here to take Slim's place while he is away. Mighty nice of you, Pim. Hope you like England in all its winter glory. During our absence Sgt. Strang and Sgt. Weymark took to wearing a bit of brass above their hooks. Nice going, fellows. Wonder if that will have any effect on the meals. Three new recruits to the two hooker gang too. Our best to Cpls. Spencer (S.S.Q.), Petty (Cook) and Bredin (M.T.). Speaking of new corporals, have you seen our two new additions to the cops? Seems they have sent in Cpls. Smart and Sinclair to make sure that none of us really get to town in our battle dress.

Lucky, Lucky Lads

LACs Halparin and Donnelly have just had word that they are off for their air crew training. Speaking of leaving, F/S Sweeney, with Cpls. Lear, Smith, Morin and Beaumier, and a crowd of erks have packed up their tents like the Arabs and stolen away to Haggis land. Drop us a line, sometime. We've also lost Cpl. Keddy and LACs Banks, Friesen and MacLeod. Then this morning young Scheff, our

WIRELESS OPERATOR AIR GUNNER FINDS "REHABILITATION" A FACT

The war isn't over yet for us. But it is for one wireless operator air-gunner. He had to bail out over an ice-jammed passage on the East Coast of Canada. He landed all right, but before his final rescue his feet were so badly frozen that both had to be amputated.

It wasn't a happy prospect, lying flat on his hospital bed, wondering how a fellow was to get along without feet to walk on in what had suddenly become for him the "post-war" world. So he sensibly quit worrying, asked for books on radio and started to improve the knowledge he had already obtained in the RCAF. Then he had a visit from a Veterans' Welfare Officer, sent by the Department of Pensions and National Health, and another interview was arranged with officials of an air line.

One day the wireless air-gunner, now discharged, found that he could get around on artificial feet—and that because

ANGLO-CANADIAN INTRUDER CREW



It's "Get up them stairs" for these two members of an RCAF Intruder Squadron who are ready to take off on a flight. On the left is Sgt. F. Bays, RAF navigator, and on the right is F/L Howard Cleveland, Vancouver, pilot. Cleveland is a Commerce graduate of U.B.C. and spent two years at sea in a merchant ship before going into the advertising business. (Official RCAF Photograph.)

CREWROOM CHATTER AT CANADIAN BOMBER GROUP

S/L Bill Strachan, Trail, B.C., who commands a flight of Leaside Squadron Lancasters, takes a lot of ribbing about the way he handles an English automobile.

"Shucks," says the bomber skipper, "I learned to handle an aircraft long before I ever put my hands on the wheels of a car—let alone one of these English vans."

LAW Barbara Coates, Regina, after eight months overseas, figures that she has covered more than 25,000 miles as an M.T. driver in the RCAF W.D. The 22-year-old former nurse and dental assistant is stationed at a Lancaster "drome" from where the Thunderbird and Goose Squadrons fly.

Members of the Lion Squadron are anxiously awaiting the mailman these days. Reason: the big Hollywood movie company which adopted them has shipped some 60,000 cigarettes to the lads.

F/L Walter Sheppard, of Montreal, is getting the congratulations of his Ghost Squadron mates on his promo-

(un)distinguished baseball player, blew into the office with his clearance chit, and just stayed long enough to say he was off to H.Q. London. Better warn the "Wids" up there. Scheff's a menace. But what's Neeson going to do now? It was good to see our famous D. R. Thompson able to be out and about again. And Armstrong seems to be leaving for the hockey games from camp now instead of from the hospital. Welcome home, fellows. Hope we'll see Flight Dalley and Sgt. Haggerty back on the job again soon.

F/O Faulafer of the equipment section and F/O Knott of intel, have accompanied Sweeney to the north lands. And now F/L Glenn is away. Good luck, men, in your new jobs.

On Thursday last week Jerry Jones played his second shut-out game in our hockey league. Again we beat our nearest neighbour three to one. Kraus, Anderson and Miller did the good deeds in the last game. Whatever happens next week, Moncy's men are going to be in the play-offs.

tion from pilot officer. Before he remustered to air crew and became a mid-upper gunner F/L Sheppard, now 38, spent nearly two years as a Ling trainer instructor in Canada.

F/O Herbie Westman, who made a name for himself in Montreal football circles a short while back, is now an electrical engineering officer on the station commanded by G/C W. A. Jones.

Well known in Moose Jaw athletic circles, a couple of cousins held a reunion recently. F/O "Suds" Sutherland, of the Ghost Squadron, has just completed his 50th operational sortie, an attack on Berlin, while F/O Waddy Hall holds down the position of engineering officer on one of the Group's stations.

Newest officer in the Thunderbird Squadron is also one of the youngest. He is 19-year-old P/O A. L. Olsson, Quebec City.

Prominent member of the Hamilton Gun Club in peacetime, F/O J. R. Calderbank, of the Bison Squadron, is the envy of his fellow gunners at the regular skeet-shooting competitions held as part of the training syllabus. He ran off 50 straight recently, which ought to be bad news for Jerry night-fighters.

PAY TABLE CRUMBS

A LITTLE late in the season but off to a good start, a team of W.D.s, picked overnight, trimmed a squad of English lassies 16-8 recently. The game uncovered plenty of sharpshooters who should show well in future league games. There is a gym available two nights a week, and the boys say they'll challenge us any day now. Among the standouts are ASO "Chris" Smith, Montreal, and Alice Dalgleish, Vancouver.

Cpl. Olson, Winnipeg, and Cpl. Baker, Vancouver, have been appointed sports and entertainment reps on a W.D. sub-committee. The gals have several irons in the fire, and are now requisitioning a "hello-phone" for inter-desk communication.

LAW Vincent, also of Vancouver (the West is certainly hitting it high), drew the lucky ticket on a bottle of "splash" the other day. Vince is holding out for a wedding as a fitting cause to open it. Proposals, yes, but Jimmy Paton still likes bachelorhood.

Well, the boys got around to their seasonal basketball opener and shaded a U.S. team 11-10. Cpl. Greer netted 6 points, LAC Russ Davis 4, and LAC Greenwood 1. There was nothing stirring on the hockey front last Sunday except that two new players turned up from H.Q. in Sgt. "Red" Groves and Cpl. Belleau. W/C Thompson has replaced Arnie Morrison as coach, so we're really hep for the playoffs.

Now for the weekly drama. Scene: Euston station. Time: 10:25 hours Monday. Action: W/O Wingate, handkerchief in hand, eyes brimming with tears kisses that little ATS corporal goodbye. Ah, postings! The cruelty of it all!

Sgt. Herb Lavelle, suffering with backache, has a fine masseur in Cpl. Leo Ladouceur. Congrats to Harvey Davies, Dinsmore, Sask., on those two flashing hooks. Well, that just about sweeps up the crumbs for this week. See you at the game Sunday.

PILOT GOES BACK HOME WITH BRIDE

F/O Thurne "Tommy" Parks, Oshawa, Ont., is following his father's footsteps. He's taking home an English bride shortly after having completed two operational tours against the enemy as a fighter pilot.

His father, a fourth-generation Canadian who fought overseas with the Canadian Army for four years in the First World War, also returned to Canada with an English bride.

F/O Parks set his wedding date with Joan Attwood, London, before he went to Malta in 1942. His leave was cut short and the wedding was postponed. While in Malta, he destroyed two German aircraft, an Me.109 and a Ju.88 and badly damaged two others. He was shot down once on his first tour and had to bail out on two occasions.

Returning from Malta, he and his London fiancée were married in October, 1942, and after a week's honeymoon he reported to a training unit as gunnery-instructor. In June, 1943, he was posted to the City of Oshawa fighter squadron, and a week later he moved to the Red Indian Squadron, part of a Canadian fighter wing which destroyed more enemy aircraft last year (1943) than any other under RAF strategy control in Great Britain.

FRUIT SALTS TOAST FOR CONVOY COUPLE

It was a case of love at first air raid for F/O Grant Nelson, St. Thomas, Ont., and Miss "Bobby" Martin, London, a British V.A.D. nurse, aboard a convoy bound for India.

Three waves of German bombers had just spent two hours attacking the convoy when the Canadian pilot and the English nurse met for the first time at a dance below deck. Before the ship docked in India, they became engaged and planned to marry in the Far East before the end of the war.

It was not appropriate but it was all that was available, so other RCAF officers, English nurses and Wrens aboard toasted the young couple by drinking fruit salts. But once ashore there was a real party.

RCAF officers who joined in both celebrations were F/O Rowland Lorimer, Regina; F/O Fred Lonsdale, Marshall, Sask.; F/L Tom Smith, Crystal City, Man.; F/O George Sellars, Toronto; F/L Nat Levitin, Ottawa; F/O Murray Be'ch, Millbrook, Ont.; and F/O Russ Smith, Vancouver.

F/O Nelson will fly with a Canadian Coastal Command squadron at Ceylon, and when he obtains a "spot of leave" he expects to see a lot of "Bobby" because, luckily, she also has been posted to Ceylon.

Nelson qualified as a member of the Short Snorters' Club when he ferried an aircraft across the Atlantic. While in the United Kingdom he flew on coastal patrol.



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BAR TO D.S.O. GOES TO SALE

Belgian Croix de Guerre Conferred on F/S Higgins

Second Canadian awarded a bar to the D.S.O. in this war is S/L Julian Sale, Toronto.

The citation, published in the *London Gazette*, describes an attack on a target in Germany last December, when, though heavy cloud obscured the target, S/L Sale made five runs over the aiming point before dropping his bombs. The return flight went well until some stores aboard the bomber exploded while over the home base and flames burst out near the rear turret and the underside of the wing. As his craft filled with smoke and fumes and the fire spread rapidly, Sale coolly turned away from the field, gained altitude and ordered his crew to bale out. By this time there was a real danger that the petrol tanks might explode and smoke was so dense in the cockpit that he could barely see the instrument panel.

The Toronto pilot was just about to jump himself when he saw one of the crew standing beside him and unable to jump because his parachute was badly damaged. S/L Sale then decided to land the burning aircraft and succeeded. He and his crewmate were a bare 200 yards away when the kite blew up. The citation reads: "In circumstances of great danger, S/L Sale displayed great courage and determination, setting an example of the highest order."

Belgian authorities have conferred the Croix-de-Guerre, Belge, 1940, on F/S J. H. P. Higgins, Verdun, Que. Details of this citation are not yet available.

Fighter pilots predominate in this week's awards list. Sole immediate decoration goes to F/O A. R. MacKenzie, Montreal, a veteran flying instructor now fighting with the Red Indian Squadron, who, on a sweep over Northern France last December, shot down three enemy aircraft. MacKenzie gets the D.F.C.

Non-immediate D.F.C.s go to F/O V. K. Moody, West Middle Sabie, N.S., and F/O T. H. Cameron, Sylvan Lake, Alta. Cameron has completed 18 months of operational flying in the Mediterranean theatre, is credited with three enemy aircraft destroyed. F/O Moody flew with Malta's aerial garrison during a period of intense activity and later in sweeps over Sicily. On one such sortie, last October, his section was attacked by eight Me.109s. "Under his successful leadership," says the *London Gazette*, "two of the enemy were destroyed."

Moody's personal score stands at 2 destroyed, many damaged.

PORCUPINE ADOPTS NEWEST SQUADRON

Northern Ontario's Porcupine gold-mining district has adopted officially the RCAF Bomber Group's newest squadron, commanded by W/C Clive Sinton, D.F.C. The squadron is now officially known as the Porcupine Squadron.

In an official cable to the commanding officer, Victor H. Evans, reeve of Tisdale Township, told the squadron that: "Tisdale Township welcomes the opportunity of adopting your squadron. Timmins has already written you to this effect. Our letter follows. Personally extend New Year greetings to squadron personnel."

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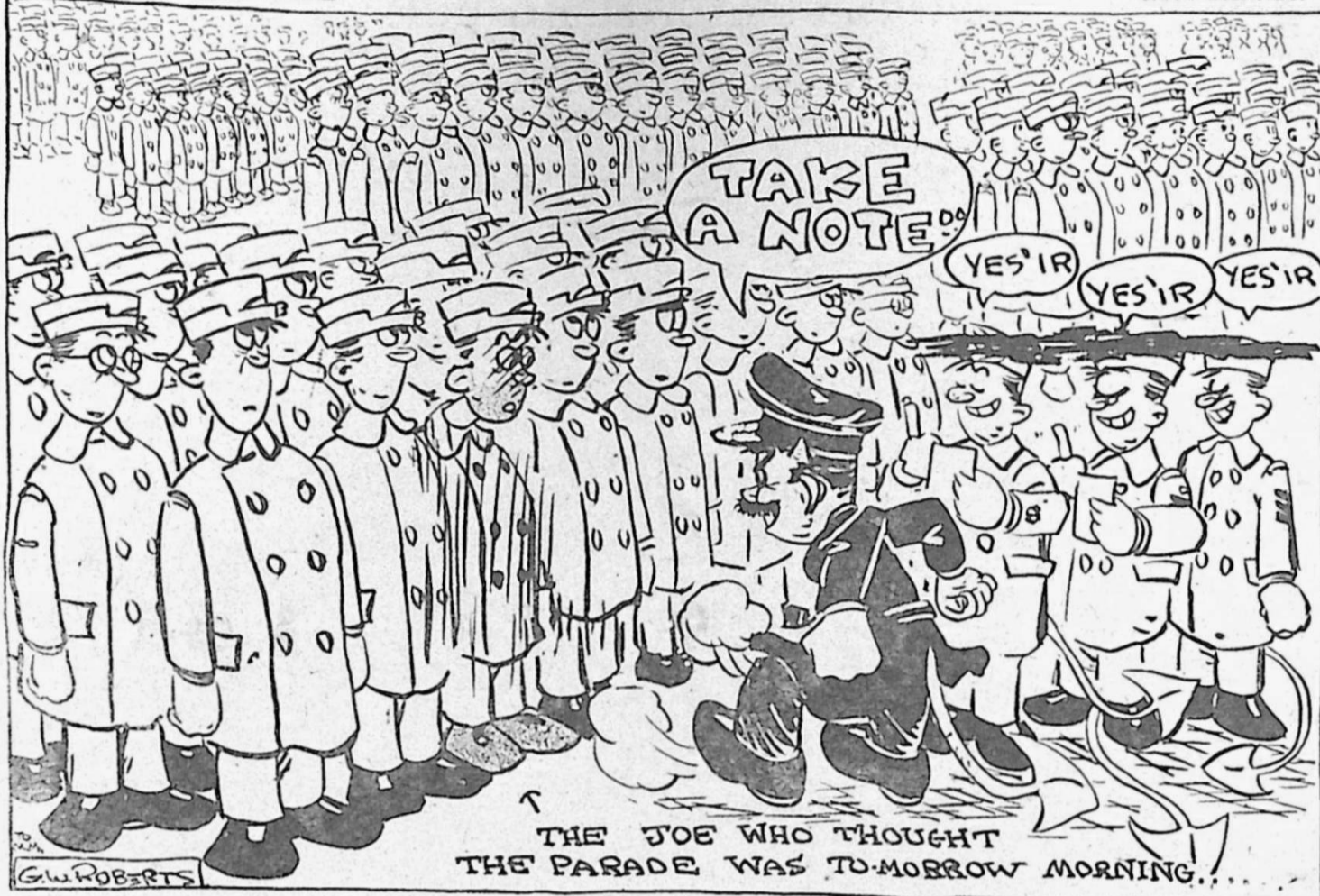
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THIS LIFE WE LEAD



THE GHOST SPEAKS

By THE IRISH FRENCHMAN

AFTER 11 hectic days and nights, the Irish Frenchman returns from such spots as Covent Garden and Piccadilly Circus to find that the ghosts are doing well in the line of promotions this month, under the command of W/C David T. French, Calgary, and Hamilton.

One of the first to be promoted was F/S Joe McDonnell, Rossland, B.C., who is now sporting a small blue stripe on his shoulder. Yours truly will never forget the day, sir, how fast you tried to get him into the rear turret and how much faster he got out. P/O Bev. Ardis, San Diego, Calif., came back from seven days' leave in London to find that he had become a F/O under the wing of F/L Bob Douglas, Edmonton, who exclaimed, "The most important thing that happened this month is the fact that I went to Berlin."

F/L J. H. R. Oakley, Essex, reports from his section that Sgt. George Carley, Winnipeg, got his P/O. I wonder if you will have enough material to have a uniform made, sir.

This month saw Sgt. Christopher Spooner, Andover, Hants, leave and Cpl. Ralph St. Jacques, Buckingham and Val d'Or, take over the orderly room. We don't envy your job, Sarge (authority just arrived).

P/O Gord McCracken, Swansea, Ont., has headed for a nice quiet leave in Ayr. We understand that it will be quiet because lassies are few up that way, while we cannot understand why W/O Jim Houston, who hails from Carleton Place, Ont., is spending his leave in this vicinity. F/S Dave Morin, Cornwall, Ont., is at a loss to know whether he is on leave or not, because he has had Cpl. Ken Smith, Precott, Ont., make out so many travelling warrants that he is more often bus riding, hither and thither, than he is on the station.

A pathetic figure around Cartwright Gardens, London, was W/O John Massey, Montreal, who had only five days' leave. We sympathise with you because we are quite sure, with an extra two days, that many happy hours could have been spent with a certain fair damsel down London way.

Tally Ho, Cads

One of the highlights of the month is that we hit the society column when F/O "Dorc" Crawford, Fort William, Ont., rode to the hounds down in Devon. "Dorc" is an accomplished horseman and rode in many shows back home. He was in at the kill, but didn't get the "brush." Speaking of the "brush," we understand that F/O "Curley" Learn, New Westminster, B.C., got that down in Swansea; he "ain't talking," though.

Cpl. "Mac" McRobert, Saskatoon, Sask., couldn't resist these English girls, so he married LACW Florence Lawrence in the parish church in her home town, Ashington, on January 8, 1944. Best wishes, Mr. and Mrs. McRobert.

We were happy to see Sgt. "Slim" Yule, D.F.M., Toronto, out of sick quarters along with Sgt. Jock Crosson, Greenock, who has made 25 operational trips over enemy territory. Welcome back, boys.

BEAVER BASE

By JIMMY GUNN

THE Burkharths and the Kellys have effected a merger. The contract was completed in the Roman Catholic Church in a nearby town recently, when Nursing Sister Helen Burkhardt promised to love, honour and OBEY F/O Pat Kelly. The blushing bride was supported by Nursing Sister Claire Hatton, while the bashful groom was assisted to the altar by F/O Jack Marier, S/L R. J. Roney making the fateful declaration. S/O Val Day operated the organ, ably assisted by F/L Tommy Walker, who manned the pump in a style that would do credit to any publican. Among those present to kiss the bride and wish the young couple all the best was S/L Hal Miles, who got up at 02.20 hours in order to be on time for the event.

F/L Jerry Klein and F/O Don Foulder paid us a visit this week. The "visiting firemen" were given a warm welcome by old friends in the officers' mess. The undisputed palm (and bar) for naivete is handed to S/O Babs Rooke, Kingston, Ontario, alumna. The other evening, on hearing someone in the mess mention going to "Betty's," Babs innocently inquired: "Who's Betty?" As a result she has been promised an early visit to "Betty's." Take a tip from one who knows, m'am, and wear battle dress when you go.

The "Jones Boys" held a reunion here this week, the participants being G/C W. A. Jones, Vancouver (within a thousand miles of Canada), and his cousin, W/O Bob Jones, also from our western oriental outpost.

Latest victim of the epidemic of romantic urge, occasioned by the recent arrival in our midst of a galaxy of W.D. "charmers," is F/S Sammy ("Call me Ray") Sambrook. The erstwhile woman hater is breaking all the traditions of the Berry "wildcats" since the arrival of LAW "Aggie" Miller in the Thunderbird Squadron orderly room. Apparently the gals from Shawinigan Falls have something on the ball.

"Good" Day

Our special welcome mat this week is out for Sgt. Day Good-eve, who has arrived from Group H.Q. to keep the W.D.s toiling the line. Day is a real Canadian, coming from within one hundred miles of Toronto (London), and had the advantage of going to Branksome Hall, which is located in Canada's Queen City. Her arrival will brighten the local social horizon. It will also economise on the wear and tear on bicycle tyres locally, in that a certain orderly room sergeant on a certain squadron will be able to dispense with his night navigational sorties to Group H.Q.

Sgt. Tommy Plunkett now looks for the *Daily Telegraph* (adv.) daily in the sergeants' mess lounge so that he may read the Court Circular, since his recent mention in despatches. Others being congratulated on having their services recognised in this manner are Winces Ernie Emond, C. O. King and "Tiny" Smith, S/L F. W. Ballance Stuart, F/L A. J. Bond, F/S Joe Joyal, W/O Bill Ard, and Sgts. Frank Hall and Rose Paine.

Also receiving congratulations is P/O Roger Coulombe, Berlin's favourite "block buster," who has been awarded an immediate D.F.C. A casualty to 15 hours' strenuous work daily, Sgt. George Waters has left for a

HEADQUARTERS IS AFRICA GAY SPOT

One of the brightest places on the North African shore is a century-old villa, now used for the unprepossessing purpose of providing a District Headquarters for the RCAF in North Africa. The paradox that a Headquarters, District or otherwise, can be a happy spot is voiced by many officers who have been guests at the villa.

The staff make frequent trips into the field for liaison purposes. The commanding officer, W/C George Ault, Ottawa, often runs into operational types, on sick leave or awaiting transport, or posting. These lads he invites to the villa, where they spend anything from a couple of days to a few weeks around the spacious gardens and informal atmosphere of the villa.

Although half the ground floor is used as an orderly room, twice recently the villa was turned over to the airmen to stage parties. The airmen invited only a few senior officers to their first soiree but loosened up for the second brawl and invited them all.

Some of the perennials at the villa are S/L Alan Carscadden, Calgary; S/L Jack Kenyon, Brantford, Ont.; S/L Hugh Davidson, Fort Erie, Ont.; S/L H. F. D. Smeaton, Montreal; S/L Marcel Brosseau, Montreal; Hart Devenney, Ottawa; F/O William Fader, Regina, and F/O Paul Gorancon, Vancouver.

quiet holiday on "the old sod." When he departed, a dashing figure in civilian raiment, the bus conductress paid him the compliment of refusing to believe that he was an airman. When last seen he was standing at the corner, a disconsolate figure, suitcase in hand, waiting for a ride.

Going on leave soon to London where she is meeting her soldier husband is LAW Eileen Simmons, Base Orderly Room lovely, who broke "Romeo" Belair's heart when she showed him the rings on a certain finger.

Lounge Lizards

The sergeants' mess staff at Base Station suffered a shock one Sunday morning recently. As the dining-room doors opened sharp at 07.30 hours in fled Jimmy Gunn, Tommy Plunkett, Eric Worth, Charlie Brown, Joe Joyal, Bob Baker and Harry Grayson—a galaxy of gentlemen normally never seen in that vicinity before the noon shift. From the way they wolfed the bacon and eggs it was apparent they weren't mirages, and inquiry evoked the information that they had chosen to spend the night in the mess lounge rather than risk their tender hides in the prevailing inclement weather. Thus was born the Mess Lounge Lizards' Club, the writer of this column being elected President. Among applicants expected to qualify for membership in the next time eggs are on are Ted Kozachenko, Taffy Jones and Bob Silk.

Results of recent trade test held at this Base are as follows: the board consisting of "Beawolf" Walt Morgan and Wolf (Admin.) Elliott Branch; reclassified to Wolf, Grade 1, and granted Bar to D.O.M.; Jim Donnelly and Charlie Brown; reclassified to Wolf, Grade 2; George Davis and "Chiclie" Grelp; remustered as Wolf Cub and noted for special training, Eric Worth.

BOMBER GROUP H.Q.

By LAC C. B. HIGGS

WE are losing our station Sgt. Art Reid, Rocanville, Sask. A farewell party was held Saturday night at the favourite spot, "Mason Arms." There was too much excitement for some of our country boys like Tom Lumiss, Marmora, Ont., and Alex Melde, Fairlight, Sask., commonly known as the "Prairie chicken."

Speeches were delivered by Punchy Green, Toronto, on behalf of the night shift, and one by Carl Higgs, Forest City, N.B., on behalf of the day shift.

Andrew McBain, Mulhurst, Alta., was so taken up with the way everything was going late in the evening that he felt it his duty to make a presentation of his cigarette lighter to Sgt. Reid. Funny though, Andy is seen using it again.

Others attending the show were: Cpl. Carl London, Sussex, N.B., who entertained with poetry in the early evening; Jimmy Chapman, Estevan, Sask.; Paul Gagnon, Bathurst, N.B.; Ed Lummiss; Johnny Lynch, Edmonton, N.B., and James Deasy, St. Catharines, Ont.

Yaw, Yaw, Yaw

Dick McNeil, Glace Bay, N.S., says he's happy in the kitchen.

We lost our WINGS ABROAD reporter, LAC Horsley, last week and there is a girl in the M.T. section who has taken it quite hard.

Romances and marriages are in full swing here. It must be the beautiful quiet country lanes that's getting 'em. LAWs Hilda Mackenzie, Girdle McKay and Myra Fairweather, all from Sask., have been seen often in that cozy room by the fireplace entertaining three gentlemen.

Cpl. East, St. John, N.B., is feeling happy this week. She saw her Kennie Saturday. She was full of exciting tales on her return from London air raids, taxi drivers, etc. It seems Kennie has a little competition.

News from Sis

At the official christening party of the Wilds and Waafs (pardon me, porcupines), prominent in the midst of bottles was "Mum" Cottrell, acquiring, of course, additional members to her large but celebrated family.

Also fluttering her continental eyelashes was none other than that glamorous girl from Belgium, Chris Dumont.

The Orderly Room belle was as usual disregarding the prickles of the porcupines, and sat looking at her empty glass and at her escort in disgust.

Ninety Headquarters types were invited to that distinguished gathering, and a good time was had by all.

News in Brief

Honeymooning in Scotland is none other than our own Perky Fretwell, nee Perkins. Good luck, Perky.

Cpl. Ray Weston scurrying from section to section with a clearance chit in hand, is on her way to Bomber Command; a change is as good as a rest, eh, Ray?

Strays

Charles "Corny" Hillier and "Robby" Roberts, on leave in the wilds of London, are feared lost, as no word has been received from them.

New arrival, Sgt. Bell. He's come to dedicate us. Sarge, we wish you luck and patience.

Our basket ball team, headed

JERRY TROOPS ARE SHOT UP BY SPITFIRES

Italy-Based Kites Tackle German Fighters Over Albania

Spitfire squadrons of the Mediterranean Coastal Air Force based in the heel of Italy have scored spectacular successes in fighter operations over Albania.

One all-Commonwealth outfit, founded in Malta in June, 1941, has several Canadian pilots, all of whom have seen hectic action in this theatre. Said one pilot of this squadron: "We put the fear of hell up those Jerries, both on the roads and on their barrack squares," describing their low-level swoops on German troop concentrations and supply bases.

One of the Canadians with this squadron is Chicago-born W/O John Saphir, who learned operational flying with an RCAF squadron in Britain. Before coming to the Med, he took part in many sweeps over Northern France and shared in the destruction of an F.W.190. But the most exciting two minutes of his flying career came last summer in Sicily.

"I was between Augusta and Catania," said Saphir, "when through a sudden gap in the dense clouds I spotted two Me.109s in formation. They did not see me as I approached them. I gave the first one three short bursts and he went down out of control and flaming.

Another Kill

"I thought the second pilot was going to play, but he thought better and started to climb away. Well, that gave me a beautiful target. As I crossed to 25 yards it almost seemed as if I could put out my hand and touch him. Instead I blew his cockpit out with a stream of bullets.

That hun was a dead pigeon all right when I shot past him. I went straight down to the deck and got home with no ammunition and only four gallons of gas."

Most of the aces of Malta's flying garrison have long since left for home, and the squadron to-day is made up chiefly of eager young pilots. Among the Canadians are F/O Douglas J. Bullock, Montreal; F/S Malcolm Macdonald, Delhi, Ont.; and F/S J. Borbay, Hamilton.

by W/O Crowe, is making quite a name for itself.

God's gift to women, Powers is seen limping around camp. What's the matter, Ed? P.T. too much for you?

Underground reports — Sgt. "Mo" Moses taking the afternoon off. Will the Orderly Room survive?

F/S (P.33) Krochko, and his amiable companion Sgt. Hank Allan, tripping the light fantastic among the shamrock on the Emerald Isle. Remember they have shillelagh weddings in Ireland, boys.



"Now's the time for an OXO" Prepared from PRIME RICH BEEF

SWEDES TREAT CANUCKS WELL

18 Interned Airmen Living In Fraternity House Atmosphere

Ninety-six Allied airmen who parachuted, crashed or forced-landed on Swedish soil after raids against Germany or Norway, are living like Laurentian vacationers, interned in the sleepy little town of Falun.

Associated Press correspondent, John H. Colburn, who visited them at Christmas, reports that there are 18 Canadians among the internees. The boys live under a minimum of military restrictions and their time is pretty much their own. The rest home in which they are quartered has a real fraternity house aspect, even to the weird assortment of clothing in wear. All were in flying togs when they landed and there is not a complete uniform in the place, some having supplemented their outfits with civilian clothes.

The Canadian detachment has taken to skiing, skating and hockey in a big way, and their hockey team is polishing its plays under F/O James J. McQuade, Toronto, for a scheduled game with the Falun All Stars. The team is made up of F/O Peter Davies, Montreal; P/O Hector Smith, Montreal; W/O Harry Read, Medicine Hat, Alta.; F/S Lorne Cassidy, Regina; F/S John Gates, Calgary; Sgt. James Flick, Guelp, Ont.; S/S Lloyd Kohne, Dunblane, Sask.; Sgt. Hector McLean, Star City, Sask.; Sgt. Wilfrid King, Gravenhurst, Ont.; and P/O William Mainprize, Midale, Sask.

DAMAGES JU. 188

F/O S. S. Shulemson, Montreal, pilot of a Coastal Command Beaufigther of the RCAF Buffalo Squadron, scored strikes on a Junkers 188 recently on a "routine" patrol off the Norwegian coast and forced it to run for cover after the brief engagement.

Shulemson gave the intruder a burst of cannon fire and saw his tracers enter the rear-gunner's cockpit and silence the gun. The Beau navigator, P/O P. R. Bassett, RAF, was also able to score hits from his machine gun before the German fled. The Buffalo machine was unable to keep up the pursuit because petrol was running low.

BERLIN RAIDS

(Continued from page 1)

Que., Iroquois squadron skipper, added to the evidence of tremendous explosions. "It was something that would have to be seen to be believed," he said.

One Bluenose kite slithered past a pair of Jerry night-fighters during the battle. One was a Ju.88, the other an Me.110. "I think they had their sights on another aircraft," said skipper F/S A. Goulet, Dalhousie, N.B.

Iroquois squadron flight commander, S/L C. W. Higgins, Charlottetown, P.E.I., reported an actual clash with a night-fighter. "He came in close and 'Mac' (F/L McLeod, an Australian) gave him one burst. That was the last we saw of him."

Sgt. F. G. Lewis, Hamilton, Ont., rear-gunner of an Iroquois squadron kite, told of seeing fires over the target 150 miles away. "A flaming onion shot past us just off the beam," he reports.

Sunday Night

Veteran all-Canadian Thunderbird Squadron crew, whose members have earned at least six decorations, reported a layer of cloud up to 10,000 feet. Skipper of the aircraft, S/L A. F. Avant, D.F.C., Hughton, Sask., was making the first trip of a second tour. "They spread a canopy of fighter flares over the city and ringed it with bright chandeliers," he said.

For F/L Mark Roach, D.F.C., D.F.M., Vancouver, of the same crew, it was trip number 50. Other crew members are: P/O W. R. Shellington, D.F.M., Brantford, Ont.; F/O R. G. Priddy, D.F.C., Port Carling, Ont.; W/O G. F. Lebel, Cacouna, Que.; F/L J. D. Watts, D.F.M., Vancouver.

"Defences were the poorest yet," says F/O B. G. Hughes, Calgary, whose Thunderbird crew have been out eight times this month. "All our trouble came from engines. First the star-board outer stopped and then the port inner. The boys got both motors going again and dropped their load on the aiming point."

One of the few airmen to encounter a fighter was F/S H. H. Rogers, Vancouver, the mid-upper in a Lancaster. Says he: "A Focke Wulf 190 came in on us off the starboard quarter, but going too fast and shot right past, just as I was giving the skipper evasive action."

BETTER MAIL DEAL FOR CANADIANS IN FAR EAST

North Bay Athlete Would Trade Sand Flies For Shad Variety

From North Bay to Bombay, from shad flies to sand flies, wherever the postman calls—that's the synopsis of doings of F/L C. L. "Smoky" Guenette since the war entered his private life and led him to his present post as C.O. of the Canadian base post office in India.

Actually the base post office has not yet started to function, but when its staff of seven airmen arrive and space is available in Bombay, F/L Guenette hopes to establish a "better mail deal for Canadians serving in India."

A crack athlete in peace-time, "Smoky" played softball and baseball and for many summers saw nearby Lake Nipissing belch forth hordes of pestiferous shad flies into North Bay streets. After a year in the Middle East and North Africa where he opened base post offices in Algiers and Cairo, he'll gladly trade sand flies for shad flies. Shad flies don't bite.

When the Canadian base post office gets cracking, all mail for Canadians and sent by Canadians in India will be relayed through the new unit to assure more speed and security, particularly relating to parcels from home. At present, only the RCAF is represented in India, but the base post office would, of course, handle mail for all Canadian services if and when the occasion arrives.

"One of our chief objectives is to see that Canadians get a better break on postage in sending mail home and we hope to work in conjunction with the RCAF in this regard," said F/L Guenette. Overtures have also been made in the United States Army with the hope the American overseas postal facilities in India might be made available to Canadians.

Short End of Stick

At present it costs a Canadian 12 annas (24 cents) to send an air mail letter card to Canada, whereas RAF personnel can write to their folks on the same forms for only four annas (eight cents). Regular airmail to Canada costs two rupees, two annas, two pies (71 cents) against eight annas (16 cents) to the U.K. American service personnel send air mail letters through their own postal units to the U.K. for six cents in U.S. stamps. Canadians stationed in the U.K. send surface mail to the Dominion postage free, but from India the cost is two and a half annas (five cents).



F/L C. L. "Smoky" Guenette (Official RCAF Photograph)

F/L Guenette joined the Canadian Army Postal Corps as a private in 1940, and in 1942, while in the U.K. transferred to the RCAF as a pilot officer. While in North Bay, he played third base with C.P.R. T. and N.O. Railway and Pirates baseball teams. In the summer of 1934, when the Pirates met Penetanguishene in the Ontario Intermediate "A" finals, "Smoky" faced the famous Phil Marchildon who pitched Penetanguishene to a 1-0 victory in 17 innings. Phil, later the ace hurler with Philadelphia Athletics of the American League is now an air-gunner in the RCAF.

The year "Smoky" joined the Army the softball team he played for—North Bay Fishers—went on to win the Ontario Intermediate "A" title. He played a little softball with Canadian squadrons in the Middle East and now hopes to catch a place with RCAF Base Accounts, leaders of the Bombay Services Softball League.

TRAINED TOGETHER NOW FLY TYPHOONS

Together throughout their training in Canada, F/Os Jack Williamson, Toronto, and Jim MacDonald, Vancouver, are overseas now and still teamed up, flying Typhoon fighters with an RAF squadron led by S/L Johnny Baldwin, D.F.C. and Bar.

Williamson and MacDonald came overseas as sergeants. Two of the half-dozen Canadians with S/L Baldwin's crack unit, each has logged scores against the enemy. Williamson is credited with an F.W.190 and a Dornier 217, MacDonald with one Dornier and a F.W.190 probably destroyed.

ON THE AIR

Wed., Feb. 2, 1.15 p.m., Forces, Greetings from Home. 7 p.m., Forces, News from Canada—Quebec in English. 9.25 p.m., Home, The Air Is Our Concern.

Thurs., Feb. 3, 7 p.m., Forces, News from Canada—Ontario. 10 p.m., Forces, Canadian News Round-up.

Fri., Feb. 4, 7 p.m., Forces, News from Canada—Prairie Provinces. 9.20 p.m., Forces, Charlie McCarthy Programme. 9.35 p.m., Home, The Air Is Our Concern.

Sat., Feb. 5, 9 a.m., Home, Band of the RCAF Overseas. 7 p.m., Forces, News from Canada—British Columbia. Sun., Feb. 6, 1.15 p.m., Forces, Jack Benny Programme. 2.15 p.m., Forces, Foster Hewitt Resume. 2.30 p.m., Forces, Johnny Canuck's Revue. 7 p.m., Forces, News from Canadians in various theatres of war.

Mon., Feb. 7, 6.30 p.m., Forces, Canadian Calendar. 7 p.m., Forces, News from Canada—Maritimes. 7.30 p.m., Forces, Command Performance.

Tues., Feb. 8, 7 p.m., Forces, News from Canada—Quebec, in French.

WOMEN'S DIVISION

LAST Wednesday night at Queen's Club saw an interesting game of basketball between an Eastbury Club team and one comprised of W.D.s—A/S/O Smith, Cpls. Hassett and Hollings and LAWS Dalgleish, Vanier, Rogers, Munroe, Eastwood, Brant and Klem. Our Wids came out triumphant, the score being 16-8. A house league is in the offing, so if you're interested, keep a-listening!

Out at a Canadian General Hospital there are some W.D.s, among them being LAW Margaret MacKinnon and AW McLennan (but she's back to work now). Anyway, these two airmen are constantly being mistaken for each other. When MacKinnon asked McLennan if she had 'flu and she replied, "No, I am going to have my tonsils out," MacKinnon wasn't just sure what she should do even if she'd had her tonsils out. But the doctor didn't make a mistake, so all is well.

If ever there was a beaming W.D. it was Margaret Robertson on Saturday afternoon. It was her birthday and her mother came down from Edinburgh, arms full of birthday cake, tarts and presents. There were tokens in the cake, too!

Just leave it to the W.D.s to "get around" on their leave. Cpls. Eve Pickering of Richard's Landing, Ont., and Norah Botterill, Rocanville, Sask., come back from Ireland with great tales about steaks, ice cream and lights. Yes, we said "lights" and we blinked, too. S/O Ball, a Saskatoon, looks refreshed

HEADQUARTERS

CLAGE kids have held the spotlight during the past week around our happy 'little household. Last week it made with two games, practice sessions and ideas for a house league (male and female).

Come last Wednesday night, the femme Luisettis outshot the Eastbury Club of net-balls under Canadian men's rules. Score—16-8. The men followed up with a Horatio Alger finish to knock off the Signals Officers of the U.S. Army by the score of 23-22. Phew! That was close. Gibbs, Tarver, Barnes, and F/O Alexander stood out for the H.Q. courtiers.

F/O Mark Thompson has been hustling up the basketball touch and in the space of a few weeks, the interest flared like a Berlin boarding house.

Saturday afternoons, nine teams take the floor in future in a H.Q. house league. Super. Phelan is providing the hardware to work for and five Knights-bridge, one band, one casualty and two L.I.F. outfits provide the manpower. "All we need now is support," quoth F/O Thompson. You provide support by tripping out to Queen's Club (Baron's Court tube station) and screaming your — heads off.

Heigh Ho

"I need the love of a good woman. I studied Russian over the weekend but it isn't enough." This from an intellectual giant in LR who must remain anonymous.

Knightsbridge people are incensed (and rightly so) over a remark of a week or so ago about LIF supplying most of the hockey team. It seems K players number 13 of the total of 17 on the Club. Shame on us for three days (not CB).

Entertainment is hitting the line these days. They're planning roller skating on Sundays, hunting for a ball park for the pill-heavers to populate come summer; hustling up swimming nights for the hairy sex (Tuesdays). Now they're searching for a canteen (with easy chairs, juke box, food, drink and other stuff, airmen and airwomen for the use of).

Sgt. Abe Ellis, Personnel, packed his bags and made his getaway to Records. The long-service H.Q. kid is heading further afield shortly and his phiz is passee (with accents on the right syllable please) around these yere parts. Good study, Abe!

Jack Darby didn't need teeth with a partner like "Bud" Wild. So they won the fags at the bridge club in the first of three fast sessions with the pasteboards last Thursday. Next week, all players will be searched at the door for hardware.

Sgt. M. Dolgy leaves our midst this week to attend a super-snooper course. Any connection between the departure of the great star and the arrival of "The Phantom of the Opera" could, or could not, be purely coincidental.

after her week spent in the north country. And if you want to know about Bristol, ask Sgt. Pat Boreham, B.E.M. She took advantage of the courses offered by the Educational Branch and was the only girl on this particular one. Lucky boys!

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—MARY HUNT, Evening Standard

ENTERTAINMENT GUIDE

THEATRES	
HIPPODROME. Ger. 3272. Evs. 5.40. Weds., Thurs., Sats., 2.25. GEORGE BLACK tells THE LISBON STORY A Play with Music	LONDON PAVILION. Ger. 2982. Continuous 10 a.m. to 10 p.m. JAMES CAGNEY in JOHNNY VAGABOND (U) with GRACE GEORGE
PALLADIUM. Ger. 7373. Twice Daily at 2.30 and 8.20. ALL STAR VARIETY Max Miller, Ivy Benson & her Ladies' Band Webster Booth and Ann Ziegler, etc.	MARBLE ARCH PAVILION. May. 5112. Alice Faye, Carmen Miranda, Phil Baker, Benny Goodman & Orchestra THE GIRLS HE LEFT BEHIND (U) (In Technicolor) Weekdays: continuous 11 to 10. Sundays: continuous 3.30 to 9.
PRINCE OF WALES. Whi. 6681. Twice Daily at 2.40 and 8.30. STRIKE A NEW NOTE SID FIELD	NEW GALLERY. Regent St. Reg. 8098. HUMPHREY BOGART in SAHARA (A) Weekdays: continuous from 11 to 9.30. Sundays: continuous from 3.30.
PRINCES. Tem. 6596. Evs. 6.30. Mats. Thurs. and Sat., 2.30. FIRTH SHEPARD presents HALFWAY TO HEAVEN Bobby HOWES and Sydney HOWARD. "One long glorious laugh."—Evg. Standard	NEW VICTORIA (G-B). Opp. Vic. Stn. GUADALCANAL DIARY (A) THE GARDEN OF ALLAH (A) (In Technicolor) Weekdays: continuous 11.45 to 9.50 Sundays: continuous 3.30 to 9.
SAVILLE. Tem. 4011. Evs. 6.15. Wed. and Sat., 2.30. FIRTH SHEPARD presents JUNIOR MISS "Brilliantly acted... screamingly funny." —Sunday Dispatch.	ODEON, Leicester Square. Whi. 6111. Commencing Friday, Feb. 4. NELSON EDDY, SUSANNA FOSTER, CLAUDE RAINS PHANTOM OF THE OPERA (A)
SAVOY. Tem. 6689. Evs. 6.30. Wed. and Sat., 2.30. FIRTH SHEPARD presents MY SISTEN EILEEN Sally Gray, Coral Browne, Max Bacon. A "Riot... intensely funny."—Star.	PARAMOUNT. Eus. 4175. Tottenham Ct. Rd. J. Carrol Nash, Margo, Robert Ryan BEHIND THE RISING SUN (A) DONALD O'CONNOR, RICHARD DIX TOP MAN (U)
STRAND. Tem. 2660. 2nd Year. Evs. 6.30. Mats. Thurs. and Sat., 2.30. FIRTH SHEPARD presents ARSENIC AND OLD LACE Lilian Braithwaite, Mary Jerrold, Naunton Wayne, Frank Pettinell, Edmund Willard	RECAL, Marble Arch. Padd. 6011. SAN DEMETRIO London (U) Daily at 1.0, 3.20, 5.30, 7.50.
WINDMILL, Picc. Circus. 12th Year. REVUEVILLE, 170th Edition (5th week) Continuous daily 12.15—9.30 p.m. Last performance 7.50. A VIVIAN VAN DAMM PRODUCTION. "WE NEVER CLOSED"	TATLER TH. (G-B). Charing Cross Rd. ANGLO-SOVIET SEASON THE DRIVE TO THE WEST (A) (The Start of the Summer Offensive) SPRING SONG (U)
DOMINION (G-B). Tottenham Court Rd. GUADALCANAL DIARY (A) SPIDER WOMAN (A) Weekdays: continuous 11.45 to 10. Sundays: continuous 3.30 to 9.	TIVOLI, Strand. Tem. 5625. DON AMICHE, FRANCES DEE HARRY CAREY, ANN RUTHERFORD HAPPY LAND (U) Henry Haunts a House (U), News, &c. Weekdays: continuous 11 to 9.30. Sundays: continuous from 3.30.
EMPIRE. Leicester Square. Ger. 1234. Starting FRIDAY: 10 a.m. to 9.50 p.m. 30 Great Stars 3 Famous Bands in THOUSANDS CHEER (U)	WARNER, Leicester Sq. Ger. 2423 IRVING BERLIN'S WONDER SHOW THIS IS THE ARMY (U) (In Technicolor) Special Finale: MY BRITISH BUDDY Continuous daily from 10 a.m., Sun. 3 p.m. Attend morning shows to be sure of a seat.
GAUMONT, Haymarket. Whi. 6655. Alice Faye, Carmen Miranda, Phil Baker, Benny Goodman & Orchestra THE GIRLS HE LEFT BEHIND (U) (In Technicolor) Weekdays: continuous from 11 to 9.40. Sundays: continuous from 3.30.	LEICESTER SQ. THEATRE. Whi. 5262. Olsen and Johnson in CRAZY HOUSE (U). Prog. begin 12.15, 1.45, 4.25, 7.5. Prog. from Friday, begin 11.45, 2.20, 4.50, 7.15.

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