



BOMBER GROUP HITS LEMANS TWICE

FIFTH CONSECUTIVE TRIP WITHOUT LOSS

W/C Bob Turnbull Leads Lion Squadron Past 1,000th Sortie; Attackers More Than Half Canadians

GOOD WEATHER FAVORS YESTERDAY'S RAID

IN their fifth consecutive operation this month without the loss of a single aircraft, bombers of the RCAF group unloaded a considerable weight of high explosives over the marshalling yards of LeMans, south-west of Paris, early Tuesday morning. The Canadians made up more than half of the attacking force.

The vital railway centre was the target of the week for the Canadian force, which carried out two attacks against it. The attacks were timed approximately a week apart, the latest in the early hours of Tuesday morning, its predecessor the previous Tuesday night.

For the Lion Squadron the last trip is history—on it they carried out their 1,000th sortie. The commanding officer, W/C R. S. "Bob" Turnbull, A.F.C., D.F.M., Govan, Sask., led his unit personally. It was the 11th trip of his second tour, and with him flew G/C J. G. Bryans, of Saskatoon, who commands a station in the group.

Unlike the first assault, bombing was carried out on Tuesday morning under favorable weather conditions and crews were able to see explosions within the target areas. All of the Canadian group's Halifax squadrons took part.

Two of the original members of the Lion Squadron who took part in its initial bombing operation were in W/C Turnbull's crew. They were F/L J. E. "Rocky" Durocher, squadron gunnery leader, Verdun, Que., and F/O A. J. F. Clark, of the RAF. It was Durocher's 24th trip.

Absence of fighters gave Sgt. "Bill" Keeler, Eastview, Ont., an opportunity for "a good look down below."

"I saw what must have been an ammunition train blow up," said the Moose Squadron mid-upper gunner. "The explosion seemed to carry right along in a line like a huge fire-cracker that bursts at one end and just keeps going until the whole thing is popping off."

P/O M. J. "Mac" Johnson, Baldur, Man., and Ghost Squadron air-bomber, said that he counted 15 sticks of bombs going right across the marshalling yards.

P/O A. C. "Al" Nelson, LaFleche, Sask., made his first trip since being commissioned, and celebrated by taking such infinite care to bomb the target that his pilot made three runs.

"We were there a little early," said the young bomb-aimer, "and wanted to make sure we hit the aiming point. We could see a portion of the railway yards and small explosions. You could actually see bombs going down."

F/O "Don" Brown, Copper (Continued on page 6, col. 5)

RECORD INTAKE JAMS BASE P.O.

Greatest intake of mail in the history of the RCAF section of the Canadian Base Post Office in England was given as the reason for what may be a 10-day holdup of some items, S/L D. C. Kerr, i/c of RCAF overseas postal services, announced this week.

"We are completely gutted with mail," he commented as he listed the amount of mail which had arrived. The figures for the week surpass even the mail received in the month of December and include 400,000 surface letters, 80,000 blue air mail letters, 16,000 tobacco parcels, 25,000 gift parcels, 25,000 magazines and newspapers, 2,000 registered items.

"We were prepared for the rush at Christmas," said S/L J. G. Whitehead, officer in charge of the central base section. "But this latest influx comes as an awful shock."

THEY HAVE SOME EXPLAINING TO DO



IT'S A routine interrogation after a bombing raid. F/O Cy Ridgers, Hamilton (left, fingering a signal flare), and F/S Doug Mullock, Regina, tell their story to radio expert F/S A. A. Berthot, Big Valley, Alta.

(Official RCAF Photograph)

HALL DEFENDS MIDGET PLANE

Malta Veteran Destroys Me109 Attacking Army Spotter

F/L Lawrence Hall, Montreal, has contributed another Messerschmitt destroyed to the still mounting score of the City of Windsor Squadron at the Fifth Army front.

Only two days before Hall had received his promotion to F/L. But it was not in celebration of this that he made the kill, but in defence of one of the frail and unarmed midget planes used by the Allied army for artillery spotting.

Hall saw the solitary 109 make ready to attack the little aircraft and promptly drove the Hun off. Then he got into a blind spot under the enemy and, pulling up from behind and beneath, he sent a long burst into the Messerschmitt, which caught fire almost at once and fell.

Veteran of a first tour of ops. on Malta in the days of the siege, Hall nearly has completed his second tour. With him in the City of Windsor Squadron are two other Canadians with whom he lived and flew during the hectic days on the George Cross island. Both now are near the end of their second tours.

They are F/O Garth Horricks, D.F.M., Toronto, and F/O Herbert Hale, Toronto. A fourth member of their Malta RCAF circle, F/O Douglas Eastman, Montreal, was wounded in action early this year and is being repatriated.

HOME ON TOUR

W/C E. F. J. Charles, D.S.O., D.F.C. and Bar, has returned to Canada on a lecture tour. The Lashburn, Sask., Spitfire pilot has flown in cross-Channel offensive operations since early in 1941. He shared the destruction of the 1,000th enemy aircraft shot down by pilots operating from the Biggin Hill fighter sector. A few weeks after this victory he had to bale out of his Spitfire in the North Sea, 70 miles from shore. He was picked up by an air-sea rescue Walrus.

HALIFAX GUNNER SENDS Me.210 DOWN IN FLAMES

Fighter Stopped at 100 Yards Range With Long 500 Round Burst

Blasting 500 rounds at a Me.210, F/S A. B. Cable, Big Valley, Alta., sent the German nightfighter down in flames during a recent night battle over Augsburg, and combined with another gunner to scare away a second intruder interfering with their run from the target.

"He was coming in with his nose and navigation lights on," reported the Tiger Squadron rear-gunner. "I immediately gave the pilot evasive action and opened fire. Three of my guns quit after a short burst due to jammed links, but I kept up a long burst with the remaining one. There was no return fire from the enemy aircraft, which caught fire at about 100 yards."

As the bomber was leaving the target area another Me.210 came in with its navigation lights on. This time the mid-upper gunner, Sgt. J. L. Tisdelle, Ottawa, handled the situation. It was his first operation. He gave the skipper evasive action and the kite weaved through the night sky. The German was tricked into breaking off without an exchange of fire. The skipper was P/O R. A. Basson, Lethbridge, Alta., who had just been commissioned that evening.

After the course was resumed, Tisdelle saw the German again about 250 yards away. Basson threw the kite around to try and shake him off and the gunner opened fire again. He saw tracers strike home and the nightfighter broke off without firing a shot.

The majority of the crew are veterans of the Middle East campaign. P/O Basson is credited with 23 sorties, F/S Cable with 20.

LEADERS FLEW IN AFRICA

One of the Snowy Owl squadron flight commanders, S/L Gordie Beall, Montreal, went through the African campaign with the unit. The other flight leader with the squadron, S/L Jerry McKenna, Kingston, Ont., is a more recent arrival.

BEAUS STRIKE NAZI CONVOY

Five Small Ships Damaged In Action Off Dutch Coast

Piloting an RAF Beaufighter of Coastal Command, F/O R. S. "Ron" Angus, Vancouver, had his first brush with the enemy in 17 operational sorties recently in a strike on a convoy off Den Helder on the Dutch coast. The squadron was credited with damaging two minesweepers, one of them left burning and the other smoking. Three R-boats were damaged by cannon, one catching fire and another blowing up.

The target was a convoy of two merchant vessels and 14 escort ships, spotted some six miles off the coast. It was apparently caught by surprise, for the Beaufighter squadron and an escort of Spitfires found no flak as they went in for the attack.

"I heard the attack call on the radio and saw the squadron leader's section go in for an escort ship," Angus described the action. "It was beautiful. They went in formation and raked it with cannon fire. Then I went for an escort ship myself and saw my cannon shells strike home along its decks."

"I'd been waiting weeks for a chance to make a first-class attack on an enemy convoy, and when it happened it was all over just like that. I saw the squadron leader attack, then I attacked. The flak livened up a bit as we came off the target, though it may have been coming from shore batteries by that time. I don't know because I wasn't looking around that much. It was pretty accurate, however, and I saw one of our Beaus go down into the sea."

DE-ANGLICIZE JOB

Fellow Bluesosers claim they'll make a Canuck yet out of S/L Johnny Tyler, English-born flight commander. One of the squadron originals, he skips a predominantly Canadian crew.

"MAD AMERK" PILES UP OPS

A New Yorker with Canada's Porcupine squadron, Chris Neilsen by name, is adding fresh laurels to his existing fame as a skilful and cool-headed bomber pilot.

He is now rated a top-ranking morale builder, for his wisecracks and all-weather good humour are a vital part of the Porcupine picture.

If you hear a Porcupine man talking about the "Mad Dane," you know he means W/O Neilsen. Neilsen has served with other squadrons of the Canadian bomber group and the "Mad Dane" is known to many air and ground men in these outfits.

With an American air gunner's cap topping his Canadian flying kit, he is a colourful figure beside his more stolid Canadian mates. Neilsen has 24 operational trips behind him. He has attacked targets in Berlin, Stuttgart, Dusseldorf, Hamburg, Kassel, Milan and Hanover.

The roughest time he had was on the return trip from a Nuremberg raid when his plane was attacked by seven enemy fighters. "We had to fight our way right across France from 20,000 feet to 1,000 feet before we could shake them off," he related. He attributes his success in flying to "Good crew co-operation and intelligent briefing by Bomber Command."

SKY RANGERS PLAY ROUGH AT HUN BASE

Clermont Swoop Nets Two Destroyed, One Damaged On the Ground

BOAL COMMISSIONED

IN a daylight ranger trip over enemy territory Sunday a pair of RCAF Intruders destroyed two enemy aircraft on the ground and damaged a third.

In one crew were F/O Johnny Caine, Edmonton, and his navigator, P/O Earl Boal, Regina, and in the other F/O C. E. Jasper, Long Beach, Cal., and his navigator, F/L A. Martin, Ottawa.

The two Mosquitos swooped in on an enemy airfield at Clermont, 30 miles south-west of Vichy. Caine and Boal were first over the field and fired on a Ju.52 and a Ju.86P, the latter a high-altitude twin-engined bomber.

Behind them came Jasper and Martin. They singled out a second 52 and damaged it, but were unable to determine the results. They did, however, see the results of Caine's sharpshooting.

Said F/L Martin: "As we came in we saw two of the loveliest fires you ever saw about 200 yards apart. Just as we passed over they both seemed to explode together. It was a magnificent sight."

"The way they were burning Johnny must have put all his heart lead into them," F/O Jasper said on his return. "I would like to be able to say that I had seen the Ju.52 we attacked go up in smoke the same way."

Something of a Celebration

The success was something of a celebration, for only a short while before Boal had been promoted from W/O to P/O.

Caine commented: "We caught them flat-footed and gave each two short bursts and they seemed to break into flames at once. We had to pull up sharply in order to get over the flames that leaped up from the second aircraft."

Boal told how they fired at the first enemy plane from approximately 100 yards and closed in almost to zero yards, doing the same with the second. "It was a case of, 'Here we come, here they go.'"

As they pulled away from the airfield Caine heard Jasper say, "There's an F.W.190 on my tail." Looking back he saw that the man from Long Beach was correct. Going into a tight turn to go back and engage the enemy Caine got the shock of his life when the 190 peeled off and made for the only cloud in the sky. "It was a small cloud, too," Caine continued, "and it was right over his own field. He must have had the wind up."

This success of Intruders coincided with the appointment of S/L H. Lissen, Edmonton, as squadron commander.

TROPHY TRAVELS

Symbol of Canada's great winter sport, the Allan Cup flies over Germany every night the Iroquois squadron takes to the air.

It was quite a surprise for skipper F/O Jerry Philbin when he strolled out to his kite and found that the ground crew had painted a replica of the Allan Cup on the nose of his big bomber, together with the words "Allan Cup Flier." Jerry was a member of the Ottawa RCAF club which won the mug in 1941-42.

RCAF TUNISIA H.Q. ADVANCES TO ITALIAN BASE

Deep in recaptured Italian territory, the flag of an RCAF District Headquarters flies on the continent of Europe for the first time in history.

For many months the headquarters was in Tunisia, while at the other end of the Mediterranean a similar district unit operated for the Middle East area. Now it has moved closer to the front line to extend its facilities and special services to the hundreds of Canadian airmen in Italy.

Fully staffed by administration, accounting, medical and dental officers, the headquarters is under the command of W/C

George Ault, Ottawa, who moved the unit across the Med to be right next door to the jads of the RCAF City of Windsor Squadron and the scores of Canadian airmen serving with RAF squadrons and units.

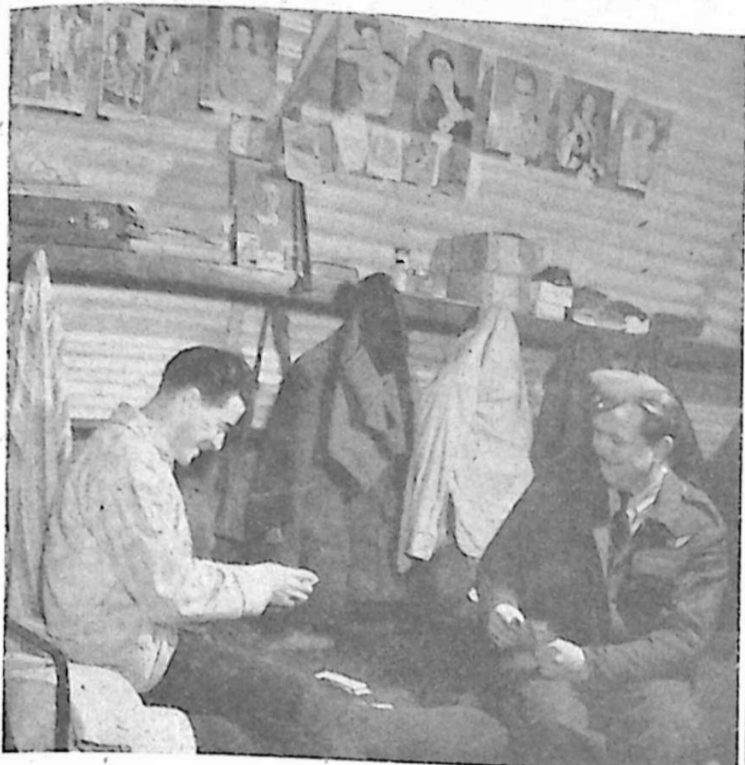
W/C Ault and his staff make periodic visits to all units with RCAF personnel. At the same time, extensive facilities are maintained for such Canadians as are able to visit the unit on leave, to adjust their personal or service problems. The RAF, of course, continues to direct both RCAF and RAF flying operations as on other fronts. The Winco's No. 2 at D.H.Q.

is S/L Alan Carscadden, Calgary, senior administrative officer. The adjutant is F/L John Rutherford, Montreal. In charge of accounts and allied matters is S/L Marcel Broseau, Montreal. Senior medical officer is S/L Jack Kenyon, of Brantford; and providing dental services in a mobile van by arrangement with the Canadian Army is Capt. William Crumney, C.D.C. Other officers in charge are S/L Hugh Davidson, Fort Erie, Ont., senior Protestant chaplain; S/L Henry Smeaton, Montreal, senior R.C. padre; F/O William Fader, Regina, records.

Operating a mobile film unit and making periodic distribution of comforts to Canadians are Hart Devenney, former Montreal Y.M.C.A. official, and Jack Wadland, Toronto, RCAF auxiliary services officer. F/C Paul Goranson, noted Canadian muralist, painter and etcher from Vancouver, is attached as official war artist, sketching operational activities and settings.

Public relations and photography units are also included, completing what is probably the most extensive list of services available to Allied personnel on the Italian front.

FAVORITE RECREATION



IN OFF-DUTY hours W/OI "Steff" Steffanick (left), Kindersley, Sask., and W/OI "Ricky" Rixsom, Swift Current, indulge in the Air Force's favorite pastime. They fly with a Canadian Sunderland outfit. Cast your eye on that "leach" covered Nissan hut.

(Official RCAF Photograph.)

CREWROOM CHATTER AT

Canadian Bomber Group

MEMBERS of the Moose and Ghost squadrons are looking forward to seeing their classic features perpetuated in oils shortly. RCAF War Artists F/O Carl Schaefer has been visiting their station, sketching the lads as they go about their jobs. F/O Eric Nasmith, who navigates one of the Ghost squadron Halifaxes, got a big kick out of Schaefer's arrival. He was a former student at Central Tech in Toronto and still sketches as a hobby.

Just about the busiest man in the Canadian group the night that Stuttgart was attacked was F/O H. H. McDonald, Strathroy, Ont. It was his first op, and afterward his log showed that in addition to dropping the bombs, he flew the aircraft for almost an hour while the skipper rested, took two astral navigation shots of the stars for the navigator's guidance, assisted the navigator by getting a pinpoint on the outward journey, and another good one on return.

It was a case of combined operations when the Goose squadron celebrated in real Canadian fashion the other evening. Reason: on its last operation all of the squadron's Lancasters assigned to take part took off, got to the target and returned safely without loss. W/C D. S. "Jake" Jacobs, D.F.C., Toronto, was present along with all of the squadron's ground crew, administrative staffs and air crew.

Oils the Works

Busy keeping things running smoothly at Bomber Group H.Q. is the new camp commandant, F/L Fred Malone, Port Burwell, Ont.

Ever current debate is "Who has the toughest job in a bomber?" F/O Bill Roberts, Bluenose squadron air bomber, nominates the gunners.

"They've got to be bearing down all the time," says the red-haired Ingersoll, Ont., flier. "They can't afford to relax at any time. Take a look at a

gunner's eyes when they're new to the job. After a trip they're really popping out of their heads."

A trip to Northern France on a low-level raid recently brought a pleasant surprise for Charlie Shierlaw, Billing's Bridge, Ont., on his return. A mid-upper gunner, he made the junket as Sgt. Shierlaw. When he came back, the adjutant greeted him as Pilot Officer Shierlaw.

Dean of Canadian flight engineers is F/L Eric Mulligan, D.F.C., Sudbury, Ont. One of the first to come overseas, he is also one of the first to be commissioned and to be awarded the D.F.C. Now Goose squadron flight engineering leader, he has earned the reputation of being one of the best in the business.

One of the first WDs to enlist in the RCAF, S/O Barbara Rooke, Kingston, Ont., is now an overseas "guinea pig." Senior "Wid" officer on the station commanded by G/C W. A. Jones, Vancouver, she is the first to be posted to a special WAAF administration course. Barbara, a flight officer in Canada, dropped a second ring to come overseas.

Ten Talk

WHO started the operation at the Spa last Wednesday night? Capt. Art Kalfas, our dental officer, and F/L Tommy Harper, Winnipeg, certainly had something to do with it, and more than ties of friendship were torn to shreds. F/L Phillips, since having departed from the Group for duties elsewhere, was the first to set a new fashion in utility ties, and it was surprising to see how quickly the remaining Spa clients followed. We were sorry to cut the tie when you departed, Phl.

W/C Bartlett has been seen around at many social functions of late, usually accompanied. But we mustn't "pryer" into that. F/L Moyes and F/O Stuart Ainslie had a little friendly argument the other night. Sparring again of course. S/L Higgins finally settled the argument by winning a little game of poker without cards. If you hadn't ceded territory, Mr. Ainslie, you would have been in the stew or the fat would have been in the fire.

How did the SNO (S/L Baker, Montreal) come to take the short cut over 6 site, Sgt. Burke? And what a sight! Did he only say it was muddy? They say that "Edie was a lady," but maybe F/S Artyniuk knows more than we do.

Why this constant stream to sick quarters during the past month? Could be that N/S Bliton knows the reason why. Or do they all hall from Hamilton, Ont.?

LEADS FLIGHT

Skipper of the Goose Squadron's oldest crew, S/L W. A. "Bill" Russell, Mount Denis, Ont., has been appointed a flight commander.

With the crack Lancaster squadron for almost a year now, Russell has completed 23 ops, eight of them against Berlin. He joined the RCAF in December, 1940.

PILOT CRACKS KRAUTS FIRST

Airman Born in Asia Says Sons of Heaven Can Wait

P/O Keith Forbes Scott, Toronto, isn't letting on that he can speak more than two or three words of Japanese until he gets some action in against the Germans. Fact is that Scotty, who lived in Korea and Japan until he was 16, has a score to settle with the Sons of Heaven—but that can wait.

A Spitfire pilot with the City of Oshawa squadron, Scott was born in Manchuria in 1920, son of the Rev. Dr. William Scott, a Presbyterian missionary, later of the United Church of Canada. His mother returned to Canada in 1941, but Dr. Scott was placed under house arrest and then interned after Pearl Harbour.

"My father was well liked and respected by the Japanese," says P/O Scott, "as an educationist who had treated them well. He had several times been given the small silver cups which the Emperor distributes as the British would medals or decorations. He told me, when he returned to Canada about Christmas of 1942, that while suffering certain physical hardships, such as lack of the heat and food he had been accustomed to, he suffered no ill-treatment."

Scott's eldest brother, F/L William Scott, is an administrative officer in the RCAF; Lorne is a captain in the Canadian Dental Corps; and Elmer, the youngest, training in Canada to become an RCAF pilot. Their parents are now in Burford, Ont., where Dr. Scott is pastor of the United Church.

For a year, before coming to Britain last July, P/O Scott flew on operations out of Dartmouth, N.S. Now he's getting his crack at the Germans in the skies of Europe. But beyond that, he's looking forward to the day when he'll be fighting Japanese Zeros in the skies of Asia.

ICE STAR HOLDS DEFENCE POSITION

F/S Frank Dunster, Ottawa, is as good a defenceman with an RCAF Halifax bomber team as he was with some outstanding Canadian hockey squads. Today he is an air-gunner with "G. for George," and he has turned in a creditable performance.

Frank played with Oshawa Generals junior hockey club during the 1940-41 season when they lost the Eastern championship to Montreal Royals. Next season he was with Riverdale, of the Eastern United States amateur league, and the following year with the Ottawa City league. He left the Ottawa circuit in March and lined up with the RCAF.

With the Generals, Dunster played alongside Franke Eddols, Norm McAtee and Wally Wilson. These three now are with the RCAF.

Frank's skipper, F/O A. G. Plummer, St. John, N.B., says of his air-gunner: "If he was as good a defenceman as he is an air-gunner the Generals certainly had a good 'un." They have been together on many heavy raids on Nazi targets.

BOMBER GROUP ORPHANS ENVY WELL-FED FRIENDS

"We ain't nobody's darling." That can be the theme song for three squadrons of the Canadian bomber group. Only squadrons which have not been adopted by a community or organization can the men only cast envious eyes upon their more fortunate brethren who have been deluged with cigarettes, sweets and other comforts by the folks back home.

The orphans are the Goose, Bluenose and Ghost squadrons. But they are not complaining, for they are much too busy blitzing targets in Jerryland. They do not take time out to be sorry for themselves.

But it's a little tough to take when they see the Leaside squadron receive 100,000 cigarettes, 5,000 chocolate bars, 250 pairs of pyjamas, and a storehouse filled with other comforts from its "parent"—the town of Leaside, Ont.

Other recently adopted squadrons are likewise looking forward to supplies or comforts from home. The town of Simcoe, Ont., which has taken the Iroquois squadron under its

Anybody Got a Wildcat?

Canadian wildcats must be much better mannered than the Scottish variety for the RCAF Wildcat Squadron has been advised to insist upon a "Made in Canada" mascot. The advice came from authorities of the London Zoo.

The new C.O. of the squadron, S/L Frank G. Brant, Montreal, wrote to the zoological authorities to learn whether it was possible to obtain a wildcat cub—one young enough to be tamed.

The reply: "With reference to your letter regarding a mascot for the Wildcat Squadron, we are sorry to inform you that the Scottish species of wildcat is too ferocious to tame and, furthermore, we have no cats in the gardens at the moment. We enclose, however, a list of other animals for adoption, under our adoption scheme, which we think might suit you."

The pilots of the squadron voted to hold out for a Canadian cub, for which they would guarantee a good home and a fair portion of the meat and chocolate ration, or whatever else the mascot would accept in the way of affection.

"NAVY LADS ALL HEROES" SAYS S/L BILL PENTLAND

Saw Sicily Invasion From the Bridge Of First Cruiser Into Anola

"It takes a lot of nerve to be a sailor in this war. When Jerry's bombing the Air Force and the Army have their slit trenches, the Navy just stays out and takes it." Those are the sentiments of a fighter pilot, S/L Bill Pentland, Calgary, who had the unique job during the Sicily landings of identifying aircraft for the ack-ack gunners aboard a cruiser.

Pentland, who now commands an RCAF squadron, recalls that a hospital ship was bombed and sunk only 150 yards from the cruiser, and wounded, nurses, attendants and doctors were picked up in such numbers that the sick-bay, cabins and even the decks became jammed; but the guns didn't stop firing, even if the seamen had to pass the ammunition over the heads of their dripping guests.

He was aboard the first cruiser into Sicily's Anola beaches, and the ship threw up a hail of ack-ack protection for paratroops, glider troops and commandos pouring ashore from the mass of shipping and barges. His ship was also the first to enter the defended harbors of Syracuse and Augusta. On the first day of the invasion, July 10, she was attacked by 20 Ju.88s, but the Nazis struck at night and the cruiser's guns fought them off effectively. "Each night there were a few 'shot down,'" said Pentland. "We were bombed pretty badly. That's why I say the Navy lads are all heroes. I can't see it—being perched out there on a bridge with everything coming down at you—even your own flak."

The night landings provided the most dazzling fireworks display he had ever seen. From his ship, eight miles off shore, Pentland could see ack-ack fire from the shore and from the ships. Other vessels were shelling shore positions and the sky was day-bright with signal lights, searchlights and flares.

After the first day, he recalled, the Allies had complete air superiority. The occasional Me.109 would scout in for a low-level attack, but most enemy planes were intercepted by British planes before they reached the bridge-head.

High point of Pentland's recollections was the time an Italian submarine surfaced in Syracuse harbor, smack between two British destroyers and a motor gunboat. The ships opened fire and sleved the conning tower, and a boatload of startled submariners immediately surrendered.

INTERNED FLIER GETS FLAT HAT

Somewhere in Sweden, F/S Robert H. Ginson, Hartland, N.B., is celebrating his promotion to the rank of pilot officer. The 25-year-old gunner was with a Thunderbird Squadron Lancaster crew which baled out over Sweden following a raid on Berlin on the night of December 10.

Recommended for commission by the squadron C.O. while flying with the squadron, the notification of his commission did not come through to the squadron until after he had been interned. Five Canadians and two RAF airmen formed the crew of the bomber when it was reported to have crashed on frozen Lake Aansen.

EXPERT RIDES CONVOY HERD

Former master mechanic and chief test driver for Paige Motor Co., Detroit, F/O Earl Baxter, Toronto, is newly appointed motor transport officer for a mobile RCAF airfield. He has been driving cars through traps and around or over obstacles for 15 years and he describes his new job as "Riding herd on a big convoy."

Baxter has been described by Air Marshal L. S. Bredner, C.B., D.S.C., AOC in C for RCAF Overseas as "The No. 1 RCAF driver."

As well as his civilian experience in driving, F/O Baxter has a wide background in service driving. Before coming overseas



in August, 1941, he was driver for such dignitaries as The Late Duke of Kent; the Late Lord Tweedsmuir; Air Chief Marshal Sir Robert Brooke-Popham; Wendell Willkie; The Earl of Athlone and Princess Alice; Captain Harold Balfour, then British Air Secretary; General Rush Blodgett and other USAAF officers on inspections of the Commonwealth Air Training Plan.

His first job on arriving overseas was to drive Air Vice-Marshal G. E. Brookes, Toronto, AOC, RCAF Bomber Group, to bomber stations throughout England. F/O Baxter had never driven in the English black-out before, there were no road signs, and citizens were not generous in giving directions to strangers. F/O Baxter is a cousin of Beverley Baxter, British M.P.

Advertisement for KOLYNOS! featuring a cartoon character and text: "From New York to San Francisco they SWEAR by KOLYNOS! of course". Below the ad is the text: "IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST".

Advertisement for Sharp's Toffee featuring a cartoon character and text: "CHEERIO BOYS! AND GIRLS Sharp's the word for Toffee!". At the bottom it says "E. SHARP & SONS, MAIDSTONE, ENGLAND."

Advertisement for W. T. KING TAILOR, 105, HIGH HOLBORN, W.C.1. Text includes: "WE SPECIALIZE in those extra touches CANADIANS DEMAND in their OFFICERS' UNIFORMS Located within 200 yards of R.C.A.F. HEADQUARTERS Our 50 Years of Tailoring Experience is at your disposal. Phone: CHA 7784."

