



FLYING BOMBS RCAF TARGETS

MEDIUMS TAG FLYING BOMB RAMPS HEAVY

Fierce Flak Defends One German Buzzbomb Target

RAF Mitchells of TAF and Bostons of AEF have shared the job of blasting flying bomb targets in France during the past week. Bostons smashed at targets Saturday, while Mitchells resumed the offensive on Sunday against other installations.

"It was very quiet," said F/L R. W. Henderson, RAF, Ottawa, a Boston pilot. "I was too busy keeping formation, but my English navigator told me we had put our bombs on the right place."

"We found less opposition than we expected," said F/L A. W. Heath, Toronto. "There was only a little flak."

Other Canadians on the Boston attack included P/O A. L. Breckles, Toronto; P/O H. Irving, Toronto; W/O R. L. Hardy, Richmond, Que.; and Sgt. R. Parham, St. Johns, N.B.

Most of the navigators with the Mitchells saw their bombs go down into the target, and F/O Bert Stones, a pilot, said: "I saw one stick of bombs fall a little off into a wood and explosions occurred which seemed to indicate there was a dump of flying bombs there. I hope it was."

"There was flak below, above to this side and to that, behind and in front," said F/L J. L. Knowlton, Winnipeg. "The place was really defended and the Jerries certainly used all their guns."

Canadians in the operation included F/S Jerry Casey, Montreal; Sgt. J. D. S. Dawson, North Coast, Que.; F/O G. Doyle, Ottawa; F/O E. S. Horne, Moose Jaw; P/O Max Harris, Soudier, Ont.; Sgt. Bob Harnden, Highland, Mich.; F/S K. W. W. Harrison, Itegina; Sgt. W. Lobb, Norwood, Ont.; F/O L. W. MacFarlane, Summerside, PEI; P/O Lloyd Pears, Montreal; W/O P. S. Purvis, Holland, Man.; and F/O R. V. Spencer, Moncton, N.B.

Crack Spit Men Score More Kills in France

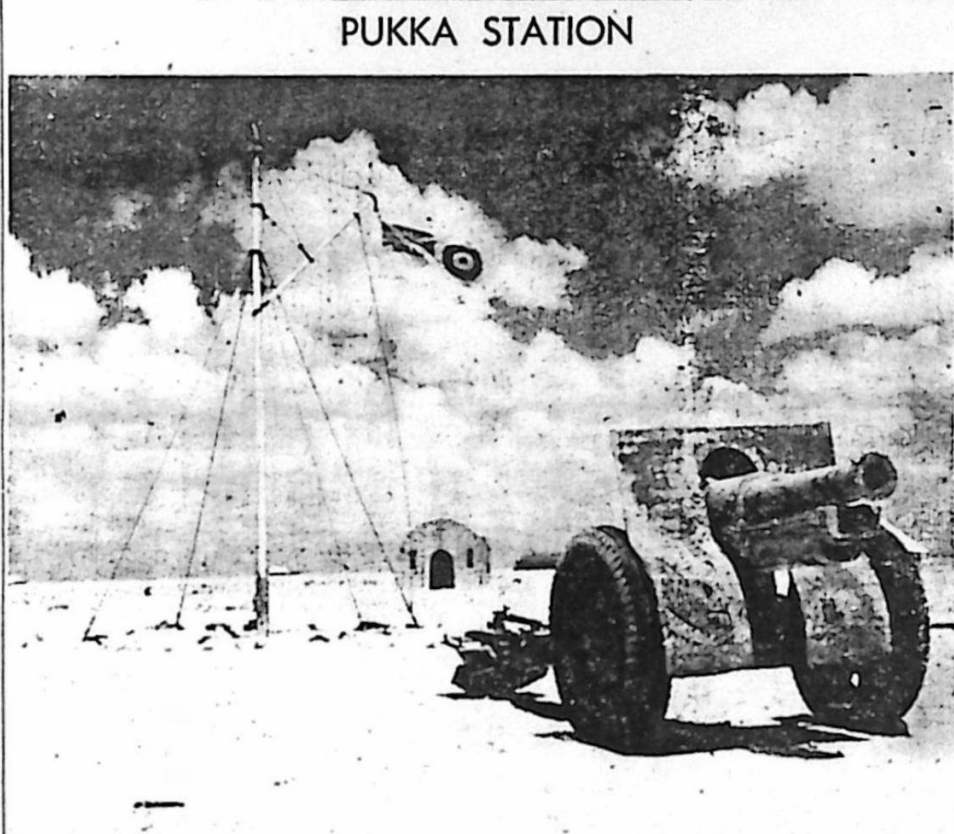
Johnson Gets Number 30 As Mates Tag Five More

France, June 23:—RCAF Spitfire wing, flying under RAF ace W/C Johnny Johnson, DSO and Bar, DFC and Bar, added six destroyed German aircraft to an already impressive total yesterday afternoon over France. One of them, an Me109, went to the Winco himself. It was his 30th kill.

Four were shared equally by F/O John Marriott, Toronto; P/O Bill Weeks, Logieville, NB; F/O F. B. "Frosty" Young, West Va., and F/O James Fleming, Toronto. The sixth was the joint victim of F/O Bill Brown, Edmonton; F/O W. R. Chown, Agincourt, Ont., and F/S R. A. MacMillan, Toronto.

The scrap occurred deep in France when Johnson and his mates flew across a mixed group of FWs and Mes and jumped them.

"There were eight of them and we got six, so I guess the fellows did a pretty good job," the wing commander said. "F/L Tommy Brannagan, Windsor, Ont., got in a squirt at a seventh Hun but couldn't determine whether he had tagged him."



A captured gun, a flag, and a little church are a far cry from crowded Manning pool for Canucks stationed on this RAF desert station. (Cont'd) RCAF Photographs.

GOOD START

Two Canadian warrant officers who have been flying together since February as pilot and navigator in the RCAF Nighthawk Squadron, saw their first enemy aircraft while they were patrolling the beach-head last Saturday night. The plane, a Ju.88, exploded in the air after their first attack.

The pilot was W/O R. L. Jones, Toronto, and the navigator W/O L. W. Gregory, Sault Ste. Marie.

McLeod Nails Two FWs Running String To Nineteen

France, June 25:—Canada's top-scoring fighter pilot, currently on operations, S/L Wally McLeod, DFC and Bar, Regina, extended his string to 19 destroyed Friday, bringing down two FW190s in a brief scrap over Alencon.

In the same operation F/L Bill Schenk, Philadelphia, Pa., a member of McLeod's RCAF Spitfire squadron, scored strikes along the fuselage and wing roots of another Focke-Wulf, but the aircraft disappeared into cloud before Schenk could witness its fate.

McLeod's kills came close together when his squadron spotted five FWs flying at about 4,000 feet. McLeod and his section went down to attack.

"The squadron leader used only 38 rounds of cannon fire to get both of them," McLeod's armorer said later. "McLeod's only comment was: 'Too bad some of the other boys weren't able to get a crack at any.'"

CLAIMS DAMAGE

Rear gunner with the Porcupine squadron, Sgt. D. R. Grant, Williamstown, Ont., is claiming damage to one of two Ju.88s which attacked his Halifax on the way back from a night attack on French railway targets.

PUKKA STATION

Heavies Paste Nazi "Doodlebug" Ramps

RCAF Bomber Group Concentrates Devastating Blows on German Installations

Since the Nazis brought the flying bomb out of their bag of tricks, RCAF Bomber Group has come right back with intensive application of the old hotfoot to one flying bomb platform after another. Over the week-end the Canadian Group flew three operations within 24 hours. Six platforms have been attacked by RCAF day-and-night bombers alone since last Wednesday.

It was after sunrise Sunday morning that a considerable force of heavies took off for flying bomb installations. In the eight-day period up to Sunday, the Group flew over 700 sorties without losing a plane.

A Lion Squadron Halifax, piloted by F/L C. W. Higgins, DFC, Charlottetown, ran into a storm of predicted flak as it returned over the French coast. Higgins dove to the deck, when the altimeter began registering 200 feet below sea level, and the crew could see the chimneys used for radio installations towering above them. The English rear-gunner and the mid-upper, P/O Con Kelway, Victoria, BC, opened up on German troops, as did the bombardier, another Englishman. The Jerries replied with rifles and machine guns. Troops digging on a beach legged it for cover. A piece of flak crashed through the back of Kelway's turret, hit the front, bounced and cut him across the nose.

Of the raid, a Bluenose Squadron bombardier, P/O Bob Brown, Toronto, said: "Our bombs were going down just as though we had put them in a funnel."

In the dark hours of Sunday morning the Canadian Group provided the main attacking force, as it did Saturday. More than 200 RCAF Lancas and Halles went out on these ops; all returned.

On his way, F/S Ivan Gravelle, of Montreal, Alouette rear-gunner, saw three flying bombs picked up by searchlight beams over Britain. Each was blasted from the sky.

A Canadian-built Ghost Squadron Lanc lost both escape hatches from violent evasive action when

AUSSIE FLIER AWARDED DSO

Third Gong in 3 Months For "Last Trip" Intruder

Three decorations in three months is just another one of the marks set by the Australian Intruder ace, S/L Charlie "Last Trip" Scherf, DFC and Bar. Air Ministry announced this week the award of the Distinguished Service Order to the ex-



member of the RCAF City of Edmonton Squadron. The 27-year-old Australian pilot won the DFC in April, added a bar to that the following month, and the DSO this month is his third award. Scherf was a flight commander with the City of Edmonton

NIGHTFIGHTERS JOIN IN NEW AERIAL COMBATS

Canadian Fighter Pilots Fly with RAF to Curb Latest Nazi Air Weapon

NIGHTHAWKS SCORE DAY AND NIGHT

RCAF fighter pilots and nightfighter teams took on the new problem in aerial combat during the past week as Germany continued to launch flying bombs against southern England. And already they're knocking them off. Nightfighters of the City of Edmonton squadron and the Nighthawk squadron have scored kills at night while Canadians flying RAF Spitfires and Tempests took on the task during the daytime.

Many Successes

Some have been destroyed in the air when attacked and others shot down over open country.

Among the successful pilots with the City of Edmonton squadron have been W/C A. Barker, CO of the Intruders, F/S S. N. May, Weston, Ont., and F/L S. H. Cotterill, Toronto.

First Canadian pilot to shoot down one of the buzz bombs was F/L Bruce Moffet, North Battleford, Sask., a pilot with the RCAF Nighthawk squadron. Moffet had been on patrol for 15 minutes when he spotted the craft below him. His first burst hit the bomb, put it out of control and sent it crashing into an open field, where it exploded. The Saskatchewan flier has destroyed two to date. He exploded one in the air.

Another Canadian flying with the squadron, F/L Bill Draper, Toronto, destroyed one last week.

Easy

"They're a piece of cake if you can get one," he said.

Of the 15 shot down by members of the Nighthawk squadron most crashed and exploded when they hit the ground but several pilots have reported two bombs blowing up in mid-air. None of the attacking aircraft have been damaged by the mid-air explosions. Three others who have accounted for a bomb are F/O R. A. McPhail, Edmonton; F/O G. C. McKay, Yarmouth, N.S., and F/O R. A. Cruikshank, Calgary.

F/O Chuck Preece, Hardisty, Alta., top scoring nightfighter in the Nighthawk squadron, shot down a "goon"—as he dubbed the rocket bombs—a few seconds after he had taken off for a night patrol in his Mosquito.

At one squadron the bombs have been named "flying blow-lamps" and when pilots destroy one, it's chalked up with a blow torch painted on the fuselage instead of the usual awastika.

NEW PORKIE CO

Veteran of the North African campaign, S/L A. J. Lewington, Oshawa Ont., has taken over command of the Porcupine squadron.

MUSTANGS NIP FOUR ME109s

Canadian Scores One as Outnumbered Kites Fight Back

Two Canadian pilots figured in a decisive air battle near Evreux last Wednesday night in which four Mustangs of TAF shot down four Me109s without loss to themselves.

F/L R. A. Heywood, Vancouver, was one of the victorious Mustang pilots. W/O Andrew Sims, Sarnia, Ont., was credited with a damaged. The Mustangs were about to bomb railway targets when a superior enemy formation of fighters appeared. Six of the Mustang formation continued the bombing operation while four others jettisoned their bombs and tore into the 15 Mes.

"Although they outnumbered us, the Jerries didn't seem too keen to fight," said one of the pilots. "I saw one of our fighters take a crack at an enemy aircraft and before the bullets had time to reach him, the German pilot shot out of his seat and pulled his parachute, leaving his kite to its own devices. When they saw that our aircraft had finished their bombing and were coming up to fight, they lost heart and went home as fast as they could."

TWO NAZI FIGHTERS FOOLED BY HALIFAX

Despite eight attempts by two Nazi nightfighters to wreck a Halifax bomber of the Iroquois squadron, the skipper, P/O J. K. Gustafson, Lachine, Que., brought home his machine safely after a savage air battle over the Reich.

Seven times the rear gunner returned the Nazis' fire before his guns packed up. The mid-upper gunner fired twice at the attackers. One of the gunners was Sgt. J. G. Wilson, St. Vital, Man. Gustafson executed evasive action, ducked into a cloud and sped home.

Typhoons Leave 20 German Tanks Afire

Normandy:—Canadian fighter pilots took part in a wide variety of action against the enemy in France, June 23. Typhoon pilots took part in a tank battle when eight rocket-firing kites of a RAF squadron left at least 20 tanks blazing on a road east of Caen.

When the pilots returned they made no specific claims, but believed they had hit some tanks. The Army later informed them 20 tanks had been hit for certain. F/L Don Montcomery, Temiskaming, Ont., took part in the action.

One enemy aircraft was damaged by F/O R. C. McRoberts, Calgary, when the Red Indian Squadron tangled with Huns. The City of Oshawa Squadron, on an armed recon, left an armored car in flames. In the morning, S/L Jack

Sheppard's RAF Spit unit knocked out two half-track vehicles, two motor-cycles and a car with cannon fire.

RCAF Mustangs mixed it up with some yellow-nosed FW190s during the day. S/L "Smoky" Stover, DFC, Sarnia, Ont., damaged one of them. Then his engine caught fire and he baled out at about 500 feet.

Late in the afternoon five members of the Wolf Squadron met 12 to 15 FWs head on east of Caen. The Canadians destroyed two and damaged others without loss to themselves. F/L Peter Logan, Montreal, scored a confirmed victory and a damaged. F/L Mac Gordon also got a kill and a damaged, the first time he had fired his guns at a Nazi. F/O B. K. Oliver, Calgary, damaged another. It was his first time in combat.

(Continued on page 6, col. 1.)

(Continued on page 6, col. 5.)

LIGHT MOSQUITO BOMBERS FORAGE BEHIND HUN LINES

Communications, Stores, Convoys, Targets Of RAF Squadron Since D-Day

Since D-Day, Mosquito light bombers of a RAF squadron commanded by W/C M. E. Pollard, AFC, DFC, Montreal, have been foraging out behind the European invasion battle line shooting up with their cannon and bombing enemy communications, stores and road and rail convoys.

Blast Gas

"One of our best attacks," said the wing commander, "was on some gasoline cars in a marshalling yard at Chatelleraut when we went on a long-range mission 220 miles inside France. We bombed and cannon-shelled the cars, which immediately burst into flame, and soon there was a wizard fire. On the whole, though, our night missions have been disappointing, for there is little enemy movement by night. Roads are deserted, which seems very strange considering the fact that a first-class battle is raging both day and night."

Besides the wing commander, there are some half-dozen RCAF personnel in the squadron—all pilots. They are F/L John McLurg, Montreal; F/O A. R. Sanderson, Haroy, Sask.; F/O John Ballachey, High River, Alta.; F/O W. M. Taylor, Saskatoon; F/O Phil Slayden, Houston, Texas; F/O L. J. de Rosier, San Antonio and W/O R. A. Martin, St. Catharines, Ont.

W/O Martin is the only one of them who has had the luck to fall upon a road vehicle, which, as he had already got rid of his bombs on a road junction, he attacked with his cannon. "It was soon after I bombed," he said, "that I saw the truck scooting down a road, so I turned and went after it with my cannon. It stopped—I guess its driver hopped out into a ditch—and my fire set it alight. I swung round again and made another attack, and by the time I had finished it was really burning well."

Night Shift

The squadron, which had been attacking military objectives, both by day and night, in northern Occupied France before the invasion, has turned solely to night work. On the night of Monday, June 5, a few hours before the invasion commenced, Sanderson and McLurg went out to bomb a rail bridge, which it is believed they damaged.

The next night, Pollard successfully bombed a road junction, while Martin followed him up and then found the truck which he set on fire. McLurg bombed a light in a wood and Sanderson bombed a railway bridge and set adjoining buildings on fire. Ballachey bombed a road intersection and de Rosier attacked four or five vehicles drawn up by the side of a road, one of which was burning, and attacked them with bombs and cannon.

Wednesday night, Ballachey bombed a railway junction and believed he hit a railway train there, while Slayden successfully bombed a bridge. De Rosier, McLurg, W/C Pollard, Martin and Sanderson bombed marshalling yards with good results.

More Targets

The following night Martin bombed a road junction; Sanderson and Taylor bombed a wood, the latter cannoning a triangular collection of red and green lights some of which were extinguished by the attack; Ballachey bombed a road and Slayden attacked the marshalling yards at Vire.

The next night, Friday, W/C Pollard, Ballachey, de Rosier, Sanderson and Taylor bombed a wood containing enemy troops, setting the woods on fire, and Taylor, Slayden, de Rosier and Ballachey were out again the next night attacking another wood sheltering enemy troops.

And so the work of the squadron goes on. But the hope of the Canadians and other fliers of the squadron is that they might be given a chance to operate in daylight.

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MEDIUMS HIT ROCKET SITES

Flying Bomb Ramps Among List of Mitchell Targets

Mitchell squadrons of AEF turned their attention from the Normandy battlefield early last week to the Pas de Calais area to attack Kivik rocket sites from which pilotless planes are now being hurled at South-east England.

This is not new work for the squadrons. Many months before D-Day, Mitchells were bombing the sites, and were responsible for the destruction of many.

Of last Monday's successful attack, Sgt. Jerry Casey, Montreal AG, said, "There was patchy cloud all the way over to France, but it was clear enough over the target. I am sure we knocked out one of the sites, for I saw the bombs of our box go right down into the rocket site. There wasn't much opposition in the way of flak."

One Done

"When we had finished, a great pall of smoke hung over the site," said F/O Ken Walkerdine, Toronto, navigator: "I am certain we put 'paid' to that one."

Other Canadians who took part in the assault included F/O L. E. Hastings, Toronto; Sgt. J. D. P. Carriere, Toronto; W/C R. W. Goodwin, Toronto; F/O E. G. Upstade, Ottawa; F/O Bert Stones, Ottawa; F/S Anton Glaser, Fox Valley, Sask.; P/O Max Harris, Scudder, Ont.; Sgt. W. Lobb, Norwood, Ont.; F/O Stuart Loutet, Vancouver; Sgt. J. LeBlanc, Grand Caspédia, Que.; F/L J. L. Knowlton, Winnipeg; Sgt. Ed. Kornewich, Stettler, Alta.; W/O Peter Melanosh, Sydney, NS; P/O Lloyd Pears, Montreal; F/O R. V. Spencer, Moncton, NB, and Sgt. E. A. Sutherland, Lethbridge.

GUNNER AVENGES HALIFAX WOUNDS

Turning at bay after being badly shot up by a Ju88 fighter while the kite was en route to bomb railway marshalling yards near Arras, a Canadian Halifax bomber of the Bluenose Squadron fought back and the rear-gunner avenged the wounds by blasting the Nazi plane from the skies.

The marksman who put "paid" to the Hun account was P/O R. Bannister, RAF, Nelson, Lancs, and the pilot of the aircraft was P/O H. J. Hawley, Regina. The pilot and the bomb-aimer saw the fighter burst into flames and crash under Bannister's hail of bullets.

MOSSIE SQUADRON NOW NIGHTHAWKS

The RCAF nightfighter squadron led by W/C J. W. Reid, Sydney, NS, has dropped its anonymity and taken the name "Nighthawks." Their motto which appears on the official crest is "Midnight is Our Noon." They've been on the prowl at "their" noon for nearly three years.

The original squadron was formed in the summer of 1941. In September, G/C Paul Davoud, DSO, DFC, Kingston, Ont., and dean of Canadian nightfighters, took over as CO. Boulton Paul Defiants, single-engine nightfighters with a four-gun mid-upper turret—revolutionary in those early days of the war—were flown by the squadron. Shortly after Davoud's arrival they converted to Beaus.

W/C Reid took over from Davoud in January, 1943. In the spring of this year the squadron converted to Mosquitos, and when the second front opened swung into action to provide night cover for our beachhead forces.

Since D-Day, Nighthawks have destroyed seven German planes, probably destroyed two and damaged four. The Nighthawks have had several cracks at pilotless aircraft and during recent night patrols have destroyed two.

Flight commanders in the squadron are S/L John Hatch, Toronto, and S/L R. S. Jephson, Victoria, BC.

"CHAD"

Leading his wing on operations over France in the late hours of a mid-June afternoon, W/C Lloyd Vernon Chadburn, DSO and Bar, DFC, collided head-on with another aircraft. The collision occurred while clouds hung low over the combat area. Chadburn's plane exploded in mid-air and the other machine crashed in flames. The wing commander died of his injuries.



So ended the career of one of Canada's finest fliers, a veteran of countless air battles against Luftwaffe pilots during the past three years.

Determined to be in on the Invasion of Europe, "Chad" hurried back to England after a short spell of leave in Canada, during which he assisted in the last Victory Loan campaign.

His record speaks for his ability as a fighter pilot; 14 enemy aircraft destroyed, three probables and eight damaged. In addition to kills in the air he had victims on the water. He is credited with the destruction of an E-boat, the damaging and probable destruction of two others, the damaging of a German destroyer, a coastal vessel and an enemy merchantman.

Bald figures of a box-score cannot tell the whole story of Chadburn's value to the cause for which he fought and died. His real worth is summed up in the words of a veteran RAF station commander, "He was one of the finest wing leaders in the business, in the air and on the ground."

The Winco was a leader in the truest sense of the word. No prodding, no pulling, were necessary for him to get the best from his men. With a "come on chaps, let's have a go," he would lead his fliers into battle.

Full credit for an impressive string of victories he gave to his men. His own comment on receiving a bar to the DSO was, "It's a funny thing, when the boys put on a good show, the Winco gets a DSO. They put on another good show, so he gets a bar."

"Chad" enlisted in April, 1940, and won his pilot's wings with the first graduating class at No. 2, SFTS. When he took command of the City of Oshawa squadron he was the first graduate of the BCATP to become a commanding officer.

Veterans See Bombs Hit For First Time

Many experienced Canadian fliers in the RAF Halifax squadrons which attacked German flying bomb installations on the French coast Thursday afternoon saw their bombs falling to the target for the first time.

"This daylight bombing today was the first time I have seen bombs dropping," said F/O J. R. Laws, DFC, bomb-aimer, Sarnia, Ont. "It was just like the movies of the American efforts. Bursting flashes on the ground were the only signs of falling bombs I had seen before."

Laws has directed more than 100 tons of bombs at the enemy in more than 30 sorties, majority of which were to Germany.

"It was nice to see our own fighters for a change," said W/O Walter Kemp, mid-upper gunner, Fort Fraser, B.C., who has trained his guns on enemy fighters several times.

"It was interesting to be able to see so much, but there was not much work for the navigators since we flew in concentration," said F/O Peter Heaton DFC, navigator, Vancouver, B.C. "Instead of staying in their offices marking out crosses, most of the navigators were up front watching what was going on."

Other Canadians in the attack included F/O Henry C. Monnier, St. Boniface, Man.; Sgt. Arthur Stagg, Toronto; F/O Peter Stemkoski, Kenora, Ont.; W/O John Hoy, Saskatoon; F/O William Bennett, Toronto; F/O William Mason, Edmonton; F/S Russell Higgins, St. Catharines, Ont.; W/O John Uppar, Niagara Falls, Ont.; F/O James A. Smith, Toronto.

ACTION PLUS CRAMS AG'S SHORT CAREER

F/S Joe Schwartz, Windsor, Ont., had only done seven ops as an AG but has had more action crammed into them than some gunners get on a whole tour.

On his first trip he tangled with a Me.109 and probably destroyed it. On his second, a piece of shrapnel smashed through the turret a few inches from his head. On his seventh, he was hit in the foot by a cannon shell when two Junkers raked the kite from end to end, killing the wireless gunner and wounding the navigator and bomb-aimer. For the action, the pilot and bomb-aimer won DFCs and the Canadian navigator was awarded a CGM.

CHANGE

Commencing with this issue, the publication day for "Wings Abroad" is changed from Wednesday to Thursday. It is hoped that this will help alleviate some mailing delays and bring fresher RCAF news to the readers.

PILOT POTS NAZI AFTER SICK TOUR

One Canadian pilot who can recommend hospital life to fellow nightfighters is F/L Murray Taylor, Blackfoot, Alta. Less than 24 hours after leaving a Canadian Army hospital, the RCAF Nighthawk squadron flier tangled with a Ju88, which was assessed as "probably destroyed."

Out on patrol on the first night of his return to the squadron, Taylor was over the beach-head at Caen, getting his first look at the invasion in action. His navigator was W/O W. L. Mitchell, Prince Albert, Sask.

"I spotted the Jerry ahead of me, but I came in too fast at first and overshot him," Taylor said. "I lowered my wheels to slow me down and luckily his gunner didn't spot me. I gave him a burst and my cannon shells hit all around the cockpit, and it exploded. The shell bursts looked just like a ripe apple breaking against a wall. He went into a steep dive, but I couldn't see him hit the ground."

OWNS STRAD

British relatives of LAC Andy McBain, Mulhurst, Alta., have confirmed the fact that an old violin of his is a genuine Stradivarius.

From the age of 12 until he enlisted, Andy used the instrument to fiddle at barn dances and the like. Maker's name is on it, with the year of manufacture, 1713. Andy, who works at the Headquarters of RCAF Bomber Group, says the violin is black with age but still has a rich loud tone. When he returns home he will have it valued by experts. It has been in his family for many years.



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NURSING SISTERS ARE FIRST CANADIAN WOMEN IN FRANCE

Army, Air Force Casualties Pour Through RCAF Medical Unit in Normandy

France:—Tin hats on and battle dress trousers tucked into rubber boots, two RCAF nursing sisters, Dorothy Mulholland, Georgetown, Ont., and D. C. Pitkethly, Ottawa, walked down the ramp of an assault craft on to a Normandy beach early last week, the first Canadian servicewomen to land in France.

Main Group

They came in with the main party of a RCAF mobile field hospital supervised by W/C M. Growse, London, Ont., who, with a few other ranks, has been in France since the day after D-Day, preparing the way for the main body as well as acting as a casualty clearing station for Army and Air Force alike.

Coming ashore in the first inclement weather experienced since the invasion started, the nursing sisters said they had had "a wonderful crossing."

"We had the captain's quarters," Miss Mulholland said. "Lovely linen sheets and a private shower bath. It was really grand."

Blarney

"Of course," added Miss Pitkethly, "I think we have to admit some of our success to the fact that we softened up the captain by turning up the bottoms of his trousers for him. They were too long and had bothered him for some time."

It wasn't very long before the nurses were pitching in with the rest of the party, helping putting up tents and unloading vehicles. W/C Growse expected the hospital, only RCAF unit of its kind in France, would be fully operational within a few hours. Even though greeted by miserable weather, the personnel were happy in settling down in their field atop a hill, for it was a climax to many months of training.

Really Mobile

The unit had probably lived and moved around in the field more than any other RCAF body during the last year, preparing for this day. It was on repeated scheme, setting up all its equipment on a particular site one day and breaking it down the next day for another move. Now, it is mobile in every sense of the word.

W/C Growse and his small advanced party are already seasoned workers in this theatre, for more than 100 casualties,

most of them soldiers from the front lines, have passed through their hands as part of the cohesive air evacuation established by the RAF.

Operations

Too, they have treated and in some cases operated on Army and Air Force casualties from night-bombing attacks within their area.

"First night we were here they blasted us continually," said W/C Growse. "I spent most of the night with an orderly, running here and there, treating as many as I could. Our surgeon, S/L Church (Perth, Ont.) had to operate during it all, too."

Church's operating theatre inside a tent consisted of a wide, deep trench with the operating table in the centre. Light was obtained by two Aldis lamps fastened to tent poles on either side of the trench. The roof shows several holes where machine-gun bullets ripped through it, but fortunately nobody was hit.

Close Call

"We had one narrow escape, though," Growse recalled. "A machine-gun bullet went through a truck roof and hit an instrument used in transfusions. Underneath that instrument was our container of ether. If the bullet had gone that far the whole works would have gone up."

But the wing commander isn't planning on digging in at the new location.

"We're going to display our red cross prominently," he said. "I hope Jerry respects it."

SMALL WORLD

When F/O Tommy Head, Glace Bay, NS, member of the RCAF Lion Squadron, thumbed a ride recently in England, the driver who picked him up was an old friend from home, Pte. Angus McGinnis, with the Royal Canadian Army Service Corps.



"I should pop into Austin Reed's they do the whole outfit"

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FOR VICTORY



Sgt. Charlie McRae, Winnipeg, probably has been ticked off for not wearing issue shirts, socks, ties, etc., but the pay-off came when the Winco buttonholed him for not wearing his DFM. He had just arrived back at his station after a stretch in the hospital and hadn't had time to hang it up.

He won the gong on his third op, a raid on Frankfurt. Chuck is the rear gunner, the only Canadian in the crew. After they had bombed things began to happen, quick like a bunny. One engine was hit by flak and three Junkers came screaming in, adding to the difficulties no end.

Another engine went bloody, Chuck's rear turret was hit and his foot injured. The turret jammed on the starboard quarter and the hydraulics were shot away. By this time it was time to start to corkscrawl. They went down to five thousand and limped home on the remaining two engines.

The crew in which F/O "Mac" Joyner, Kemptville, Ont., is bomb aimer, finished off their ops in a blaze of glory. All through their tour they met very little in the way of lights, flak and fighters. On the last one, Gelsenkirchen, they had two engines knocked out, coned by lights and attacked by an enemy nightfighter. They got home okay or else this interview was done in another world. Two other Canadians are in the crew. They're P/O "Kit" Carson, Edmonton, the pilot, and W/O Bill Wilson, Toronto, the navigator. Mac and Bill have been together since Manning days, trained together, did guard duty together, and have now been posted as instructors together. Chummy, isn't it?

W/O Ralph "Red" Duke, Toronto, is all finished with daylight Mitchell bombers. That goes for his Navigator F/O "Monty" Montgomery, Regina. Both Joes are now in the market for their ops wing. They did their tour as an all Dominion crew, the rest coming from Australia and New Zealand. W/O2 AG Harvey Cochrane, a Canadian, also finished his first tour. On Red's second op, half a dozen Nazi fighters tried to get at them. The Mitchell's escort got five of them, the sixth fell to German A.A. On attacks on marshalling yards this Mitchell crew met no flak. However, while seeking out the doodle-bug nests they were introduced to some heavy opposition. But all through the tour they picked up only a couple of holes.

The "Cardinal Puffs" have hit the Capital for nine days' leave. They are W/O2 AG Bill Webb, Toronto, and his New Zealand buddy, F/S Phil Donovan. Cardinal Puff-Puff is a game played in the mess almost every evening with pint glasses. The pair just mentioned are station champs. They've come down to London to get in practise. Both boys are instructing at an RCAF Wimpsey OTU. Bill finished his first tour some time ago with a Lancaster outfit. His mid-upper gunner, W/O2 Vern Donaldson, Camp Liskeard, B.C., did a tour also. The boys reeled off their stretch of ops at the Battle of the Ruhr and finished on Berlin.

The Italy trips were okay for F/L Lyle Humphrey, DFM, Toronto. The five he made there during his tour were easy and pretty. "It was like a fairy-land with lights twinkling on the fresh snow in the Alps," he said. Lyle's first trip was a mine-laying effort off Hellgoland. The next op was the Ruhr. Nearing the target flak blasted their hydraulics and they couldn't get their bomb doors open. They brought the H.E. back with them. "We had very little trouble on our trips," F/L Humphrey said. "Once we were coned all the time we were near a target in Northeast Germany. There were lots of fighters but nothing bothered us except the lights."

On another trip their kite came down with wheels up. She rolled when she hit, jumped four hedges, crossed two roads with ditches attached. She knocked one tree over, and stopped, against the next. Nobody was hurt but the kite was written off.

HUN TRAILER SERVES CANADIAN SQUADRON

An abandoned German trailer is now serving as a dispersal hut for the RCAF Grizzly Bear squadron of the TAF in France. S/L G. D. Robertson, Toronto,

and his adjutant, F/O Charlie Servos, Hamilton, found it by a German strong point which fell to Allied arms recently.

The car to which the trailer was attached was a French Renault. It was riddled with bullets and all the tires were flat. With the adj. at the wheel, the squadron leader towed him along the narrow French roads.



Utility and not style is the key note for hair styles with the RCAF in France. The V-shave helps keep dust out of the hair of LAC Bill Wingrove, Port Couillard, B.C. LAC Dion, Hull, Que., didn't do the job with his jack knife.

(Official RCAF Photograph)

BISON BANIER

Kennedy on Screen List

Screenings provide top news around the squadron this week with S/L Del Kenney, DFC, AFC, heading the list. Fredericton looks good just about now, no doubt. Also on the list is F/L Gerry Allester, hailing from the other end of the country, who has honored the squadron with his presence for an even year.

New Officer

P/O W. C. Patterson wasn't sure whether to be happy or otherwise when, on return from a strenuous leave, the adjutant, F/L C. R. Higgins, shook one hand, and the orderly room showed 12 forms into the other for immediate completion. There was a flat hat involved. Nice going, Pat.

However, the air crew types don't get all the bouquets. You could have knocked a well-deserving A Flight fitter, Sgt. F. A. Smith, over with a feather when he was informed that he had been mentioned in dispatches. A certain party in Brandon will be feeling proud too. Smitty joined the squadron some 14 months ago, and has done an outstanding job ever since.

Bliss

Honeymooning at the present time are Sgt. Paul Durand and the former ACW Jessie Haigh, popular station hospital lass. Our best wishes.

Our PT and D instructor, F/S Maurice Jacques, has been extending his field to include the Y dances, where he has been seen keeping on his toes. "It's good exercise," says Maurice.

F/L Lou Nelly almost got away to a well-earned leave but found the adj. signing a duty warrant instead. He's heading for a gen. course. It was close—maybe next time!

Quiz

There are two \$64 questions this week. First, when does W/O Barnhart sleep? Second, how does LAC Ray Samson cover so much ground on one little day off.

Radio Cpl. Gorrie, Vancouver, with three bright clean hooks on each sleeve, was seen shyly creeping into the sergeants' mess. There's no need to be afraid of such a quiet, peaceful restful spot. Who am I kidding?

Among the new arrivals is S/L E. M. Bryson, Barrie, Ont., and his slap-happy crew, including P/O Murray Tupper, Port Williams, NS, P/O Tommy Thompson, Gravenhurst, Ont., P/O Paul Verry, Norwood, Man., P/O Robert Yeoman, Orillia, Ont., and F/S Stanley Elliott (how did he get in there), Oshawa, near Toronto.

—Stan.

MONTREAL AIRMAN ORGANIZING SCOUTS

Two months ago 20-year-old LAC Charles Morris, Montreal, arrived on this Canadian bomber station. Charles always liked boys, and has organized 136 lads of four neighboring villages into Boy Scouts' units.

He spends every evening organising his troops, helped by the interest and support of grateful parents and local citizens. Morris has taught the boys baseball, and has procured a silver trophy for a competition between the units.

VETS SALUTE

Dominion president of the Canadian Legion, Alex Walker, sent the following D-Day message to Air Marshal Lloyd S. Broadner, CB, DSC, AOC in C, RCAF Overseas:

"The Old fighting men of the Canadian Legion in Dominion Convention, at Vancouver assembled send heartfelt good wishes to the young fighting men of Canada's overseas forces. May victory crown the valiant efforts of our Canadian boys and their gallant comrades of the United Nations."

The Air Marshal cabled the following reply:

"The inspiring message of the veterans at the Dominion Convention is deeply appreciated and has been passed on to all ranks."

LUCK, SKILL ASSIST MOSSIE PILOT HOME

Luck flies with skill. W/O R. C. Fumerton, DFC and Bar, Fort Coulonge, Que., CO of the RCAF Lynx nightfighter squadron, needed both after strafing a harbor in France recently.

He took his Mosquito on a day light do over France, but with no luck. Trying to torment the enemy to come up, he shot up the harbor facilities. He had a crack at navigational buoys and the blast from his cannons smashed the perspex nose of the Mossie. Fragments lodged in the coolant and radiator.

Flying at 50 feet he was unable to feather the prop. His port engine was overheated, and with 200 miles to go he didn't think he would make it.

Then he and his navigator, F/L Tony Lynes, RAF, sighted four twin-engine fighters ahead. Thinking them Germans, Fumerton turned for them head-on with the intention of taking at least one down with his crippled machine, but they turned out to be Beaufighters and provided an escort home.

TOUGH GUNNER

With his rear gunner seriously wounded by cannon shells from the guns of an unidentified nightfighter and his Halifax badly crippled, F/O Max Strange, Duncan, BC, Lion squadron pilot, turned in a brute strength effort to bring his aircraft safely back to an emergency drome in England.

Seriously wounded and suffering from loss of blood, the rear gunner elected to walk to the waiting ambulance after the bomber landed.

R DEPOT

Discip Gonged—Wow!

Recognition of a job well done, W/O Mike Berenson, SWO, was last week included in the King's Birthday Honors List. No official citation is available, but it is known that Mike has clung to the ideals established at KTS many years ago. His many friends will be pleased to hear of his award of the MBE.

Boss III

F/O Bill Hough, MTRU chief, made a very quick comeback. Although still forced to rest his newly-repaired arm in a sling, he is back on the job superintending the lads that keep 'em rolling.

The SWO was rather taken back by the response to an appeal made for volunteers to attend church parade recently. The spontaneous support comprised almost the entire population of the sergeants' mess, to accompany the CO, G/C Denton Massey, and a few of his staff officers on this special mission.

The reward—a very impressive service in the beautiful Liverpool Cathedral amid representatives of every nation we proudly hold forth as our Allies.

Reverse

Long a tradition at R Depot that every time the officers meet the senior NCOs in field of battle on the softball diamond, the latter emerge victorious, a crushing blow was inflicted upon the non-coms on Monday and their title overthrown.

Feeling the opportune moment at hand, with a crack team ready for the field, Winco "Chubby" Dunne hastily summoned the captain of his opposition to a challenge match, in the speed of preparation even assisting his opponents in detailing their team.

But it cannot remain untold that a few of those persuaded were of doubtful physical capabilities. It is regretted that the spirit of "detail" has even entered the realm of sports, and even under the threat of censorship (and perhaps worse) by the obvious officer, it is felt that the true facts must be revealed through the medium of the press of how the "Winnahs" garnered their first victory.

Three Leave

Farewell to a friend, W/O "Pop" Long, who has wrestled the ration restrictions during these many months in his capacity as catering officer, is bound for duty in more pleasant climes in a land still familiar to most of us. The Big House at the top of the camp bids adieu to two of its older members in the persons of S/L "Buzz" Code and F/L J. G. Rosser, who are wont to follow the Pilgrim's Path.

Latest mess Hall chatter reports a newly-formed quartette making excellent progress. A consultation with the music master, Sgt. Frank Atkinson, may release further details, and it is further understood that Frank is quite willing to permit it to grow into a whole chorus.

Need Power

The long-planned hobby shop is soon to become a reality, with more bouquets for Cpl. "Ben" Benditsky for many patient hours of labor and a posse for all who assisted in arranging the collection of tools and machinery and helping acquire the work benches and materials as only Ben knows how. There only remains now to have the power turned on, setting the wheels of another enterprise into motion.

—Sgt. A. G. Hotson.

Cairo Capers

It was with the deepest regret that the crowd here said farewell to our CO, W/C Patterson (now G/C). Since the days when the DHQ was an office, as the old hands will tell you, like something that reminded one of basement bargain day back home, our Headquarters has grown to what it is to-day. This is due in no small way to the fortitude and tireless effort displayed by G/C Patterson, working with the meagre staff that began this DHQ.

He was available when any problem arose, whether a strictly official one or some personal problem of one of the desert fighters. He soon earned the affection and respect of all those working with him and of the Canadian boys who daily visit this DHQ.

Top Club

Great praise is showering upon "Coach" Des O'Brien and his collection of RCAF All-Stars. The reason—the near 100 per cent average the boys have collected in the American softball league that operates out here. With the schedule fully completed, "we" Canucks finally wound up with 11 wins and one loss. Playoffs commenced June 20 and the RCAF DHQ team is a favorite to cop the first round and then go on into the finals and the city championship. Yes, we have the Yanks worried, but more of that when it's all through.

While on the subject of sport, a gala field day is planned for July 1, and it will be a strictly Canadian affair. Sponsored by the K of C, invitations are being extended to all RCAF personnel to participate in the coming events. It should be fun and prove a grand family reunion.

PILOT COMES BACK WITH HALF A CREW

En route to a railway target in France, a Thunderbird squadron bomber piloted by P/O Lloyd Mann, Portage La Prairie, was hit hard by flak, went into a wild spin and was temporarily out of control.

By the time Mann got his aircraft back on an even keel, he found he had only gunners for company. His WAG, flight engineer, navigator and bombardier baled out, thinking the bomber was on a one-way trip down.

Mann plotted his course home and set down on the runway with a full load of bombs. He couldn't ditch them in the Channel for he was crossing a protected area, full of invasion shipping.

The gunners who came home with him were Sgt. Doug Harkness, Toronto, Sgt. Merrill Burnett, Chelsea, Que., and Sgt. Hugh Galarneau, Woodstock, Ont.

THE MAIL BAG

More Men Than Mail

With another large batch of arrivals, things around here have been resembling a reception centre. On the returned list we have F/S W. Compton, of Toronto, recently arrived back from out East, and Cpl. Tracey, of Sask. LAC McMillan has left us to join the Black Bull boys. F/O Hollingsworth and his PT experts would give him the usual welcome.

Winners

After their very successful Derby Day enterprise, Sgt. Ferguson, of New Westminster, BC, and Sgt. K. C. McLellan, of Walkerton, Ont., are smoking cigars instead of the familiar Woodbines.

LAC Stewart, of Winnipeg, our Sgt. Major's capable assistant, is looking pale these days. Is it the strain of being under the watchful eye of our new F/S?

LAC G. Balcom, of Halifax, NS, caused quite a stir when he entered the barber shop carrying a number of gardening implements. There was no cause for excitement, however. He wasn't taking his own tools with him.

Eagle Eye

There are reports going around that we have a budding darts champion in LAW M. Leitch, of Windsor, Ont. She has been displaying great form and has developed a keen eye for the game.

For some considerable time

Sad Blow

There was great disappointment amongst the WDs, especially LAW P. Harris, of Peterborough and LAW Parks, of St. Stephen, NB, when they invaded the local ball park to see our softball team in action against the navy. Our attractive visitors did not arrive and the prospects of a battle royal had to be postponed. With a team as good as ours, better support should be given. So how about coming out and giving the lads some encouragement?

—LAC Harold Small.

When you're dog-tired—



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BEAVER BASE

Discips Worry Too!

W/O Joe Tumilty is very unhappy these days. His long holiday as discip on the Thunderbird Squadron is over and the little man has now settled down as SWO at the Base station under the watchful eyes of G/C C. L. Annis and S/L Bruce Kehoe.

Honors

Congratulations are being extended this week to Air Commodore Ross, who has been awarded an OBE by the King. F/S "Mime" Mimeoault has joined Sgts. Tommy Plunkett and Lewis Moses in the ranks of the keen admin type mentioned in dispatches.

New decoration to the social scene in the sergeants' mess at the Base station is "Shady" Lane, former Niagara Peninsula heart throb, who is now wearing three hooks.

Happiest man in the Base administrative section these days is Rene Belair, Casanova of the postings section. Reason: the arrival of a score of new clerks straight from Canada. Rene is certainly taking W/C A. C. Tuft's admonition to make the girls feel at home and get them up on things around here, literally.

Twins

"I can't be tight," exclaimed Jim Reilly at the "College of Knowledge" the other night, "but I can see two of Eric Worth over there." Investigation revealed, however, that there was nothing wrong with his vision, the explanation being that Eric's twin brother, who is a photographic corporal, had just arrived on the station. It was the first time they had met in several years.

The Base station "playboys" have had another of their famous parties. The setting this time was an establishment in a nearby village where the dispensary is presided over by a glamorous redhead. Among the happy revellers were Cpls. Gord Arcott and Joe Doherty and LACs Mac McFadden, Gil Vachon and Ray Boucillin.

On the homeward journey Joe Doherty discovered through painful experience that the correct way to go through a gate is to open it. On arriving back at their billets the lads had a midnight snack of "ties, black, airmen for the use of." Cpl. Walt Perchaluk's neck-piece being devoured in error.

Romance

With the departure of W/O Wally Morgan to take over discip duties at an OTU, F/S Elliott Branch is now able to devote more time to ensuring that LAW Peggy Hamilton doesn't get too lonesome for the Peterborough Lift Locks. The McLeod of McLeod is another he-man type who is definitely showing the results of the female touch these days. Mac appeared in the mess the other night, smartly attired in a pew zoot suit, face scrubbed pink and hair carefully slicked back. The appearance on the scene of Sgt. Tommy Wakefield, WD stunner, explained the seeming riddle. It is rumored that Mac has now developed a penchant for picking flowers.

Taking in the social high spots of the neighborhood these days in true Bostonian style is ASO Ann McKay.

Our orchid of the week is awarded to the Goose Squadron commanded by W/C J. A. McLernon. They are the original winners of the Base Commander's pennant for all-round efficiency. The pennant is to be awarded monthly. It was presented to W/C McLernon at a recent briefing. Runners up were the "Braves" of W/C E. C. Hamber's Thun-

derbirds, only one point behind the winning Goosemen.

Challenge

Some ambitious individuals, travelling under the nom de plume of "Lynxmen," appear to be having delusions of grandeur. They have intimated that they are willing to take on any unit in this country at softball. The Beaver base station team, last year's All England Services Winner and undefeated so far this year, are prepared to take them on any time or place. It might be added that if they want the pleasure of playing on the best softball diamond in England with a skinned infield and a well rolled outfield the place for the set-to would be here.

F/S Jock Stephens, former Montreal athlete of note, is the sports doyen in these parts, and would like to hear from the brave and hardy "Lynxman" who has stuck out his neck.

Big athletic event in the offing is the mammoth track and field meet planned for July 5. Events scheduled include running and relay races of various distances, tug of wars, jumps and shot putting. It is to be a co-educational event, and in fact it is rumored that S/O Babs Rooke is practicing the gentle art of shot putting on the sly these nights. The M.O. has donated a plentiful supply of liniments and astringents for the occasion.

The party to end all parties has come and passed, with no casualties reported. G/C C. L. Annis's long heralded "L" night (a night to raise "ell") took place the other night in the mess.

A DREAM?

A big operation was scheduled and volunteers were requested to work in the bomb dump. F/S "Erich" Erickson from equipment, looking vainly around for the person in charge, finally approached G/C C. L. Annis and timidly asked: "Who's in charge here, sir?" "I really don't know," replied the Groupie, "but just now I'm taking orders from that ACI over there. Perhaps you'd better report to him."

No. 1 hangar. The event, staged as a tribute to the boys who fly to those who keep them flying, went over with a bang and other, loud explosions. Needless to say, it was a strictly stag do. The lads got into their war attire and arrived at the scene of the combat armed with their own utensils at eight o'clock all set for the fray. Among the bar tenders dishing out the foamy liquid were W/C Junior Bootle, F/Ls Huck Walker and Art Bond (the latter two working on the principle of one out of every three for the house). Also helping to serve the lads in between swallows was Sgt. Tommy Plunkett, who has now decided that the western girls have something about them. Martial music was supplied by the Dishforth Band, while primitive passions were aroused by well-staged boxing and grunt and groan exhibitions.

The evening ended in an enthusiastic typical stag air force sing song with G/C Annis leading. Salome was praised to the skies as usual as were the hectic deeds of the North Atlantic Squadron. When the hilarity was at its height S/L W. F. Butcher, station padre, and S/L G. D. Caldwell were noticed standing aside with worried expressions, but fortunately there were no injured or dying to attend.

When last seen F/S Chuck Addison was rolling an empty keg across the hangar floor.

The party was largely organized by G/C Annis, S/L Bruce Keogh and F/L Art Bond with the assistance of the squadron commanders and adjutants, and was a well-deserved tribute to the "erks" whose wholehearted efforts have made possible our fine operational showing in recent weeks. —Sgt. R. J. Gunn.

RCAF DENTAL CREW WORKS IN NORMANDY

France: The RCAF's first dental unit in France is now fully operational as part of the Mobile Field Hospital under W/C J. M. Growse, London, Ont. Capt. Howard Boyles, Montreal, is the dentist, assisted by Sgt. Gordon Tansey, Montreal, Sgt. Fred Blackmore, Newcastle, NB, and Pte. Earl Birch, Charlottetown, PEI.



RADIO ROUND-UP

NORTH ENGLAND

When LAC James Berry, Debec, Carlton Co., N.B., a radio mech, stepped onto a crowded railway platform in an English town, he was immediately recognized by his sister who had not seen him since he had left for Canada 15 years ago.

Berry, a native of Aberdeen, last saw his sister when he was 16 years old. Since then he has added about fifty pounds and grown six inches.

In his first five years in Canada, LAC Berry farmed in Eastern Ontario. Then he worked in New Brunswick as gang boss on an airport construction job. He enlisted in the RCAF in the second week of the war and passed his air crew medical. When his call was delayed he joined the radio branch and went overseas in January, 1942.

Gen Man

The radio hobby he started when he was 16 paid off for Horace Beaumont, Kirkland Lake, Ont. Horace is now a float loot in radio and has worked at various stations in the UK.

"I was a radio ham for years and had station VEJAZN," said F/L Beaumont, who believes he built the first radio receiver set operated in Nova Scotia. One morning in 1920 he called his mother to have her listen to a local program he had picked up on his set.

"I built the receiver myself from parts I ordered by mail from Chicago. Mother agreed to let me order some radio stuff, but didn't think to ask the price. Three tubes which would be worth 50 cents now, cost \$9.00 each, a condenser, worth 15 cents now, cost \$15.00. When the COD parcel came my mother nearly fainted when the man told her the charges were \$125.00.

Must Like Heather

P/O Douglas Sharp, Toronto, RCAF radio officer, confesses to a slight prejudice in his opinion of Scotland. It was while serving at an isolated station at John O'Groats in the summer of 1942 that he met his future wife. She was Cpl. Catherine Shepherd, a Scot girl in the WAAF.

They were married in February, '43, and their son, Ross, was born in a hospital in the mother's native city, Dumfries.

P/O Sharp, a graduate of Malvern C.I. and Danforth Tech, Toronto, resigned from International Business Machines to join the RCAF in December, 1940.

By George Maybee
Orchids to Jack Rose, who is now wearing another stripe on the sleeves of his tunic. Jack Scarcliff, Ed Matthews, Ian Dick, Geoff McDowell and yours truly all helped Jack celebrate the third by the traditional bit of elbow-bending.

Hank Tuero, just back from a gen course, is at loose ends. His favorite "WAAF" was posted while he was away. At present attending the gen mill are Jack Scarcliff, "Mack" McKinnon, Jim Steele and Vic Swirzon. Good luck, lads.

After being in dock under the watchful eye of the MO, Herb Parkes is back on the job, now under the watchful eyes of the powers that be. We have missed that musical sax up front at the dances, Herb, and are glad to see you back.

Stan Johnson recently staggered into the billet with visions if his bed ready to receive him, only to find it already occupied, as he thought, by a sergeant pilot. But the trespasser turned out to be a kit bag, ingeniously arranged under the covers with a borrowed pilot's tunic conveniently near. But Stan got his own back by tormenting Ed Matthews and "Bud" Backhouse who were already between their blankets, and by interrupting Cliff London, "Mack" McKinnon and Dave Holloway in their letter writing.

The granddaddy of all embarrassing moments has been experienced by Dave Holloway. Clad only in a towel, he walked into the room after taking a shower, only to be confronted by three WAAF officers. Was his face red!

DITCHING EXPERIENCE HELPS D-DAY RESCUE

F/O Wainman, Lennoxville, Que., once spent 46 hours in the waters of South West Bay when he ditched his Beaufighter, but the experience saved the lives of two English flight sergeants on D-Day.

Wainman was on an attack in which were the two English pilots, F/S T. E. C. Morton, Northwood, and F/S D. C. Mas-call, Enfield, Middlesex, and as he came off the target, he noticed Morton's aircraft in difficulties.

As the aircraft lost speed, Wainman advised him to make a successful landing on the water. They followed directions perfectly, and both were able to climb out and get into a dinghy. Wainman sent out the position to the shore base, and they were picked up shortly.

German Furniture in RCAF Fliers' Messes

Captured German furniture has helped to furnish the men's writing room on a RCAF airfield in France commanded by W/C Keith Hodson, DFC, London, Ont. The room is only one of the features of one of the best organized air force camps over the Channel.

The night after the main party of this RCAF wing arrived, Canadian Legion Supervisor Russ MacLeod, Preston, Ont., had a picture show on the screen in one of the big tents. Wearing a gaudy red scarf, for purposes of keeping out dust and commanding respect, the genial Russ had left nothing undone to make field conditions as pleasant as possible. "Not only were our own officers and men at the picture show," he said, "but men from British Army units also attended. None of the audience seemed to pay any attention to the shell fire which was going over quite regularly."

The following day, Russ visited a nearby village and by virtue of a packet of Canadian cigarettes was soon on the best of terms with the mayor and the priest. They showed him the cinema the Germans had been using but he found that bomb and shell damage had made it unfit for his own shows.

Supplies of chocolate, peanuts and chewing gum from the Legion stores have supplemented the stocks in both the sergeants' and the officers' messes.

These two messes are the envy of visitors from other airfields who make a habit of dropping into the Hodson field at every opportunity. Before leaving England, the mess committees stocked up on confectionery and as a result have it available for men in France. These messes have even managed to get a supply of beer with which their members can slake the dust of Normandy from their throats.

LYNX SQUADRON

Sighted Two—Got Two

When we asked P/O Ralph Greene, of Vanguard, Sask., about his record of kills he said abruptly, "Saw two, got two." For our money, that's a 100 per cent score.

"Greenie" enlisted with the RCAF back in June, 1941, and was at both Port Arthur, Que., and Dauphin, Man. He came overseas in April, 1942, and a year later joined the squadron. He was then teamed up with P/O "Curly" Hillyer, of Middlesex.

P/O Greene has only one grouse. Since coming to the squadron, he's had to spend too much time in the backwoods of England. From an easterner to a westerner, we shouldn't think that too great a novelty.

Highlights

Both the squadron, and the signals section, are losing this week an old favourite Cpl. Bill Muncaster, Sudbury, Ont., was on the posting orders, and is off to join Sgt. Glen Gay, of Ruckingham, Quebec, another of our old-timers.

F/Os R. A. McKay and Norm Hamer, of Montreal, were reported as having done very well on extra-curricular activities during their sojourn with the searchlights of Wales. "B" Flight had a recent visit from the past, with F/L Stewart Murray, Winnipeg, dropping in for a quickie. His navigator, F/O Johnny Ireland, RAF, was also here.

LAC Bill Greenspoon, Toronto, had his first airborne ride this week. LAC Jack Sherback,

Vancouver, BC, has just returned from a new engine course. Cpls. "Tommy" Edmunds, Delta, Ont., and Eric Holmes, a South Saskatchewan man, are away picking up gen on their respective trades.

The squadron's oldest dog, "Beau," has now been with us for a year. The credit must be due to "A" Flight armourers and LAC "Bernie" Delaine, Flin Flon, Man., for a good job of feeding. A year on this squadron, for any dog, is well above a record. LAC "Curly" Hill, London, Ont., requests Bill Legg (113), of the same city, to contact him.

An orchid to LAC "Red" McKean, Victoria, BC, for his intermittent stoking of the number three site fires. It means we get hot water three days a week anyway.

The squadron MO, F/L Lou Gravel, Gravelburg, left us this week and was replaced by F/L H. H. Varty, of Toronto.

Weekly Salute

Last week this department saluted Cpl. Max Blakney as being the man with the smallest number on the squadron. Since publication we have been overwhelmed with binds and rude words, so we hastily offer our apologies and corrections. We do honour to Sgt. Chris Orchard, Vancouver, BC, 2116A; F/S Jack Jordan, Halifax, R50126; Cpl. Maurice Pelton, Halifax, R50141; F/S Trev Greenwood, Grand Lake, NB, R50367. May we repeat "Get a number, chum!" —H. W.

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Phillips' Dental Magnesia is sold by all N.A.A.F.I. canteens. Same size, same quality as you got at home. Keeps teeth white, the breath sweet and the mouth fresh and clean. Get a tube to-day.

