



## RCAF SUPPORTS CAEN PUSH

### SIX SQUADRONS WORK WITH CANUCK TROOPS

Group Flies Three Operations in 24 Hours When Flying-Bomb Platforms Receive Pastings

#### ALL PLANES RETURN FROM CAEN

High point of this week for the crews of six squadrons in RCAF Bomber Group was when they flew as air support for the Canadian Army at Caen in the dusk of Saturday evening. They laid a pattern of bombs on German troop concentrations and strongpoints, working more carefully and enthusiastically than ever before.

#### Hit Platforms

The Group was as energetic as usual during the rest of the week. In daylight on Sunday it attacked flying-bomb platforms in two places. Thursday, a week ago to-day, saw three operations flown within 24 hours, all against platforms. Wednesday the Group fought through night-fighter ambushes to bash railway yards at Villeneuve-St. Georges; Tuesday it walloped away at other flying-bomb platforms. Though it was daylight, thick cloud turned Sunday's platform attacks into "blind bombing." Units taking part included the Leaside, Lion, Bison, Tiger, Porcupine, Moose, Ironhorse and Elusive squadrons. An Iroquois gunner, Sgt. George Cuffe, of Cobourg, Ont., saw the target area through a hole in the clouds. He reported four fires stretching in a straight line and burning furiously. F/S Eddie Parr, Verdun, Que., described the rain of high explosive as "tumbling down like autumn leaves."

#### Getting Even

Typical of the attitude of fliers who took part in the Caen operation was a Leaside squadron WAG, Sgt. Bob Forbes, Amherstburg, Ont. "My brother Jack, a private in the Canadian Tank Corps, went over there the first day and was wounded," he said. "I felt as if I was getting a bit back."

What the Army thought of the bombing is shown by a message received at Bomber Group HQ from Army HQ: "Heavy bomber attack just taken place. Wonderfully impressive show, and was enormously appreciated by the Army." All RCAF aircraft returned safely.

They all got back from the operation last Thursday evening also. Squadrons participating were all drawn from the Beaver Base commanded by Air Commodore A. D. Ross.

(Continued on page 6, col. 6)

### Air Leaders Pay Visit To Canadian Fighters

Normandy.—Tribute to the outstanding qualities of Canadian fighter pilots operating on the advanced airfields of Normandy since the early days of the invasion was paid recently by the Secretary of State for Air, the Right Honourable Sir Archibald Sinclair. He made a flying visit to a RCAF sector commanded by G/C W. R. MacBrien, of Ottawa, accompanied by Marshal of the RAF Sir Charles Portal and G/C Sir Louis Greig.

Putting down on the dusty landing strip in Normandy, well within earshot of the artillery bombardment comparatively few miles to the south, Sir Archibald was welcomed by Air Vice-Marshal Harry Broadhurst, AOC the first TAF group to operate in France.

"I am particularly glad of this opportunity to meet you," said the Secretary for Air as he addressed them in a small semicircle on the edge of the airfield after having met each pilot personally. "People at home are watching with complete admiration the work you are doing. The Army is generous in its praise for the close and very adequate support you have been giving it. Success of operations so far, and hopes for the future, are based on air power to which you are contributing from this sector. I wish to thank you, on

### SPITS JOIN IN BERNAY SCRAP

Squadron Newcomers Bag Both Kills in Scramble

France.—When S/L Jack Sheppard's RCAF Spitfire squadron found enemy aircraft engaging some Mustangs east of Bernay last Friday morning, they joined in the fight and shot down two of the Huns. The victorious pilots were comparative newcomers to the squadron, P/O D. R. Jamieson, Toronto, and F/O W. J. Banks, Leaside, Ont. It was the second kill for each pilot.

The Sheppard squadron was primarily on armed reconnaissance and the destruction of the Jerries was only a welcome by-product. They also shot up two locomotives.

As Jamieson got onto a FW190 it tried to evade him by half-rolling toward the deck. He followed and gave it a short burst of cannon fire from 600 yards range. His cannon jammed and he had to finish the enemy off with machine guns.

"There were strikes on the FW," said Jamieson, "and he climbed out and jettisoned his coupe top and then baled out."

Banks gave a Me109 a long burst. "I saw strikes on the fuselage," he said, "and glycol and smoke poured out of him. He half-rolled and the hood and panels fell off. He went in from 50 feet. The pilot did not get out."

behalf of His Majesty's Government, for the glorious services you are rendering."

Among the pilots with whom he conversed were W/C Frank M. Brown, Winnipeg, airfield commander; S/L John McElroy, DFC, Kamloops, BC; F/L Walter Hill, Port Nelson, Ont.; F/L G. E. Stephenson, Brantford, Ont.; F/L L. R. Thorne, London, Ont.; F/L Hank Zary, New York; F/L J. D. England, Saskatoon.

At a RAF airfield in another sector of the beachhead, the Secretary of State for Air found himself in position to offer timely congratulations to a Canadian pilot who had landed a short time ahead of him after shooting down a FW190. He was P/O Norman V. Chevers, of Niagara Falls, Ont., who flies with a RAF Spitfire squadron.

### INSPECTION IN FRANCE



Sir Archibald Sinclair, Secretary of State for Air, and Marshal of the Royal Air Force Sir Charles Portal chat with a lieutenant-colonel of an airfield construction unit in France. He told them that the men of his unit worked 15 hours a day during their first five days in France to get the strips ready for the Air Force.

(Official RCAF Photograph.)

### Keefe Johnson Wings Spark RCAF Spitfire Scoring Duels

'Unsung Pilots Pad Log Books With Kills in First Month Following Invasion

France.—One month after D-Day, pilots of a RCAF Spitfire sector in France, commanded by G/C W. R. MacBrien, Ottawa, had destroyed 134 enemy aircraft. New aces have sprung up and old ones have enhanced their reputation in the compilation of this remarkable score.

#### Scoring Race

Competition between wings in the sector reached such a pitch that pilots plagued operations officer to have more shows "laid on" so they could outreach their rivals. The top wings at the end of the month were those of W/C George Keefe, DFC and Bar, Charlottetown, P.E.I., and W/C Johnny Johnson, leading British scoring ace. Each wing had 47 destroyed to their credit.

Further impetus was given the competition by placing of a wager between Johnson and the late W/C Lloyd V. Chadburn, DSO and Bar, DFC, about six weeks before the sector left England, that their respective wings would outscore the other in a period of a month after D-Day. After the regrettable accident which cost W/C Chadburn his life, the wager was taken over by S/L Walter Conrad, DFC, Richmond, Ont., Red Indian squadron leader.

#### Close Run

Until the Johnson wing scored seven victories in one operation on July 5, the Chadburn wing, led by W/C R. A. Buckingham, DFC, was only two behind. The final accounting showed the Johnson wing in the lead by a score of 47-40.

In the meantime another wing in the sector, led by W/C Keefe, although not included in the wager, was just as interested in finishing at the top. And in the last reckoning they tied with the Johnson wing by also destroying 47 German aircraft.

Furthermore, the Keefe pilots claimed 23 damaged against 11 by the Johnson fliers.

#### New Aces

A hitherto unsung pilot helped boost the score of the Keefe wing. He is F/L H. C. "Charlie" Trainor, Charlottetown, P.E.I., who up to June 23 was scoreless. In the following seven days he was credited with seven and a half victories, which was half a kite more than that gained by Johnson, who raised his score



W/C George Keefe.

from 28 to 35 since the invasion date.

In the month that followed D-Day, Keefe raised his personal score from four to eight; F/L Doug Lindsay, Arnprior, Ont., brought his up from two to six; S/L Wally McLeod, DFC and Bar, Regina, made his read 19 instead of 15; Toronto's F/L Bill Klersy changed from one to five; F/L Paul Johnson, Bethel, Conn., has now five Huns destroyed instead of the one he had prior to D-Day.

#### BACK TO BASE

Magnificent piloting by P/O George Boehmer, Kitchener, Ont., brought a Goose squadron Lancaster back to base after it had been shattered by night-fighter fire and a member of the crew wounded.

### U-BOAT BAITER AWARDED DSO FOR SHAKY DO

Brings Damaged Aircraft Down on Open Sea To Save Crew

Veteran of many sorties and recently engaged in a bitter battle with a Nazi U-boat, W/C Cecil St. George William Chapman has been awarded an immediate DSO in the latest list of awards to Canadian fliers, which includes three bars to the DFC and 12 DFCs.

Chapman pressed home his attack against a submarine in spite of heavy anti-aircraft fire. His machine was hit and extensively damaged, and when he was unable to prevent a continuing loss of height he skillfully brought his aircraft down on the sea. The crew members got safely into the dinghy and four hours later were rescued.

Recently awarded the DFC, F/O Peter Huletaky, Montreal, F/O Earl William Boal, Regina, and F/L Alfred John Delaune Rutledge, "Simcoe, Ont., each receive a bar to this decoration. Rutledge's award is non-immediate.

Huletaky recently has taken part in several sorties, during an observer with the City of Edmonton intruder squadron. Also an observer with this squadron, Boal, since receiving the DFC, has participated in numerous sorties, during which he assisted in the destruction of nine enemy planes.

F/L Rutledge, who was awarded his DFC in May, 1943, has been on many more operations over enemy-occupied territory, during which he has shown a complete disregard for enemy opposition or adverse weather, the citation states.

Immediate DFCs are awarded to F/Os Clarence Martin Bolger, Renfrew, Ont.; William Ransom Breithaupt, Toronto; William Alexander Reid Stewart, Toronto; F/O Laurence Sherman; and P/O Clarence Bentley Sutherland.

Non-immediate DFCs are awarded to F/L Richard Ross-well Lipsett, Grimsby, Ont.; F/L Thomas James Masters, Toronto; F/L Robert Adrian Gauthier; F/O Ernest James Keefe; F/O James Wilson Mathers; F/O George Owens, Toronto; and P/O James Edward Victor Banning, Timmins, Ont.

F/O Bolger, as pilot of an aircraft which engaged a U-boat, made four runs over the submarine in spite of heavy anti-aircraft fire, to ensure that his depth charges would be released so as to have the most effect. The Gazette adds that he has taken part in many sorties.

F/O Breithaupt, with his observer, F/O J. A. Kennedy, RAF, has taken part in many sorties and has destroyed four enemy aircraft a night within the space of a few weeks. F/O Stewart, an observer, has been on many sorties and has contributed to the great success of several operations in which he has recently taken part.

### JOHNSON ADDS TWO TO TOTAL

Canadian Spits Chalk Up Seven on Busy Day in Normandy

France.—Skill of W/C Johnny Johnson, DSO and two Bars, DFC and Bar, as a killer of Huns assumed additional lustre last mid-week as the British ace blasted two FW190s out of the sky to boost his personal score to 35 destroyed.

The top-scoring fighter pilot of the European theatre was leading his Canadian Spitfire wing on a sortie over the Normandy battle area when they encountered a group of FWs in the vicinity of Alencon. He ordered the squadron led by S/L Tommy Brannagan, Windsor, Ont., to make the attack and mixed in himself. The squadron led by S/L Dal Russell, DFC and Bar, Westmount, Que., stayed up to patrol overhead.

Out of it all were netted seven destroyed and four damaged. The other five destroyed went to Brannagan who also scored a damaged; F/L G. E. Mott, Sarnia, Ont.; F/O Jack Nell, Vancouver; F/O D. H. Kimball and F/O Bill Chowen, Toronto.

### MOSSIE PILOT PLOUGHS PAIR

Two German planes were shot down in flames in 15 minutes by a Canadian Mosquito pilot of the RCAF Nighthawk squadron, on the last trip of his tour. The pilot was F/O H. F. Pearce, Winnipeg. His observer was P/O P. J. Smith, Barnaby, Yorkshire.

The first victim, a JU88, was shot down near Beauvais, France. The Mosquito was circling the wreckage when another Hun passed overhead. Pearce turned hard and chased the newcomer, a JU88, up to 10,000 feet, where he shot it down in flames.

### FLIERS CONTINUE DOUBLE SPLURGE

Continuing the splurge of double kills which RCAF Spitfire pilots set in aerial combat during the past three weeks over Normandy, F/O R. C. McRoberts, Calgary, shot down two Me109s within a few seconds last Wednesday.

Single victims fell to F/O D. C. Laubhan, Edmonton, and F/O R. M. "Tex" Davenport, Russellville, Ark. Other Canadian claims for the day included a probable for P/O C. E. Libbey, Sydney, N.S., and a damaged for S/L Walter Conrad, DFC, Richmond, Ont.



# BEAUS DODGE BALLOONS, FLAK TO BLAST BIG JERRY CONVOY

## Torpedo Hits Score on Merchant Vessels As Beaus Strike at Sea Height

Despite heavy flak and a large number of balloons, a strike force of more than 40 Beaufighters of RAF Coastal Command struck a German convoy off the Frisian Islands last Thursday night and hit three merchant vessels with torpedoes.

### Ships Burn

At least one of these blew up while the attackers were overhead. Another was hit by rocket projectiles and was soon blazing, while two others were enveloped in smoke. Of the escorting force of flak ships, one large M-class minesweeper was left blazing furiously and three more, together with two heavily armed trawlers were covered in smoke.

The convoy of eight merchant vessels and 11 escorting flak ships must have been surprised as very little flak met the first attackers when they dived from 2,000 feet down to the level of the decks with cannon and rocket projectiles, but some of the flak ships escaped the heavy fire and put up a blanket of flak around the torpedo-carrying force as they went in.

"There was extremely heavy flak after the Germans got over the initial surprise," said F/L J. A. Reynolds, DFC, Winnipeg, "but we had pictures showing their gunners jumping up from gunposts and ducking for cover as the anti-flak squadron shot them up."

"We got a hit with our torpedo and were able to circle over the enemy as we were last away. We could only count 16 vessels left, and one minesweeper appeared to be hanging behind as though picking up survivors," said F/L A. H. Hodson, DFC, Albern, BC.

"As we swung in to attack there was a short lull with only light fire and then the whole convoy appeared to let go," he continued. "The flak was like a curtain close down to the sea and we had to dive through it to get at the escorts. There was an explosion as a torpedo crashed into the side of one of the merchantmen, and then we saw rockets tearing into another merchantman."

"It was soon on fire. There were other bursts of rockets and cannon on a minesweeper, and that was also on fire within three or four seconds."

# CANADIAN ACE ON V-1 TRAIL

From one airfield recently, the station commander took off with his pilots to lead them personally in the battle against the flying bomb. He is W/C Gordon L. Raphael, DSO, DFC and Bar, Quebec City, Canadian ace who for some time commanded the squadron made famous in the last war by Air Marshal Billy Bishop, VC.

Not since the Battle of Britain have Allied pilots maintained such ceaseless patrols over the Channel and southern England as they are now carrying out against the flying bombs.

Although off operational flying over a year now, W/C Raphael went out to lend his leadership and experience to the defence against the latest German method of attack. Proof that he has lost none of the skill that made him one of the deadliest fighters of the war, came as he knocked down one of the flying bombs on his first effort. Originally a bomber pilot, he transferred to fighters in September, 1940, to join the illustrious "few."

He is credited with nine German planes destroyed at night. He left Quebec five years before war broke out and came to England to study aero-engineering. A year later he joined the RAF.

MITCHELL ADJ

F/L James H. MacMillen, Montreal, has joined the ACAF as wing adjutant of a Mitchell medium bomber airfield under the command of G/C C. R. Dunlap, OBE, Vancouver. He was former adjutant of the Goose squadron.

# MR. FIXIT



Bikes are almost as important as kites on scattered dispersals, so LAC J. B. Robb, Toronto, turns a hand to a sprocket during his time off from fitting an Iroquois squadron heavy. Besides, the pub's a long way to walk.

(Official RCAF Photograph)

# TIFFIES BELT HEADQUARTERS

## Fighter Bombers Follow Up Previous Heavy Assaults

A squadron of a RCAF Typhoon fighter-bomber airfield in Normandy destroyed buildings believed to house a German headquarters Saturday night southwest of Caen.

Although the Typhoons circled over the area while the army prepared identification markers, no enemy anti-aircraft fire met them, a significant reminder of the attack by 450 heavy bombers in the area the night before.

S/L Frank Grant, Montreal, led the attack. He reported: "The army marked it well. On our attack we were a little early and made a second run in. We dive-bombed it pretty well... all the bombs were in the target area."

Confirming the reports from the pilots the next morning were the following messages from advanced army posts: "The party was a complete success. All hit except one. Well done boys."

Others taking part in the attack included F/O Ross Reid, Toronto, F/O Robert Coffey, Greenview, Ill., and F/O Andrew Lambrose, Belleville, Ont.

### YANK IN RCAF

One of a sizeable number of Americans who continue to serve with the RCAF, S/L Jim Hammond, Tulsa, Okla., has just been appointed flight commander in the Bluenose squadron of Bomber Group.

# Big Pig Pranged in Search for Weather

"It was just the luck of the game. We went looking for weather and found a big pig." That is the way members of a RCAF aircraft summed up their recent successful attack on a German submarine. Assigned to a met flight, the crew men were gathering samples of weather when F/O Bert Hunter, Langley, BC, co-pilot, sighted the enemy.

### Sub Guns

The attack alarm was sounded in the aircraft and the plane went into a shallow dive. As they headed for the target, flashes of cannon fire stabbed at them from the two gunposts on the U-boat's conning tower, and flak burst to port and starboard.

"We were only aware of it vaguely," said F/O Tommy Cooke, Dauphin, Man., skipper. "We were out to get that sub ahead of anything else."

W/O G. McMacken, Winnipeg, nose gunner, sent the sub cannon crews tumbling down their conning tower hatch. Depth charges were dropped and the big flying boat swooped on and upward. F/O Peter Fieck, Fort William, Ont., first wireless air gunner, swept the sub's gun positions and conning tower hatch with intermittent bursts of fire.

### Wreckage

Then the U-boat sank. The patrol plane remained about for several hours, long after several relief aircraft had arrived. Quantities of wreckage and several acres of oil seemed to indicate complete destruction of the target.

F/O Fieck described how the sub "twisted and turned like a scared rabbit" as the plane settled into its attack. "It cork-screwed, went into tight circles, tried every trick of evasive action but submerging. Officers were watching us through binoculars from the bridge," he said. "Eventually an explosion was seen and the U-boat quickly sank in a smother of foam. Our depth charges had caused a delayed explosion for some reason or other."

### Crew

F/L Eric Wisken, Island Falls, Ont., was navigator in the aircraft. F/S Earl Tilander, Toronto, third wireless operator air gunner, and Sgt. Eric Hill, Minto Mines, BC, was second engineer.

"Generally we go out looking for subs and run into dirty weather, but this day we went looking for the weather, a job, and found the pig boat," F/L Wisken remarked.

and a tribute to other Kitchener boys who have fallen.

Among those present were Bill Washburn, Don Weigand, Bill Hainsworth, "Bud" Kopperson, Joe Cressman, Ross Huber, Jack Yanke, Carl Willholm, "Porky" Dumart, Bobby Bauer, Jim Craven, Willard Hallman, Bill Welker, "Hoity" Hastetter, Gord Thompson, Ray Eason, Len Pinke, Mack Zimmer, Mill Schmidt, Charlie Arsted, Bill Field, Hank Fable, Russ Hawson and Don McLaren.



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# RCAF KITES RID SOLDIERS OF THAT SCARED FEELING

## Canadian Troops Have High Praise for Work Of Brothers Helping Out Above

France:—Private Jones likes the Air Force. He said so Saturday when a party of RCAF personnel visited Canadian Army units in advance sectors of the Normandy battle front. Private Jones is a figurative personality, but representative of the many Canuck privates, NCOs and officers who welcomed the blue-clad visitors.

### Hosts

They went out of their way to satisfy an airman's curiosity regarding tanks and artillery pieces, etc. They went out of their way, too, in praising the work of Spitfire, Typhoon and Mustang pilots, and the boys who fly the heavies and mediums.

Tpr. R. W. Nairn, St. John, NB, for one, especially likes Typhoons—the rugged, rocket-bearing kite whose particular job is to slug Jerry emplacements, troop concentrations and transports.

Tpr. Nairn was around Carpiquet airfield when the Canadians made their first attempt to capture the strip. The German mortar fire was fierce, and Nairn admits he was scared.

### Gunned Huns

"But when we saw those Tiffies go over us," he said, "watched them dive down on the Huns, guns blazing, and saw the rockets crash into their targets, it did wonders in chasing that scared feeling. After one of those attacks, you'd sit back in your slit trench and say to yourself, 'Well, now, there are at least a couple less mortars to fire at us.'"

Sgt. Jerry Dobby, Montreal, a signals sergeant with a Canadian artillery field regiment, feels much better when there are Spitfires around. "I take my hat off to those boys," he said. "They really do a job."

Dobby, who came ashore at H-hour on D-day, has survived more than his share of close calls, among which have been strafing attacks by German aircraft. "But darn near every time Jerry started to strafe us," he said, "some Spitfires belted along and chased him off. I've seen Spitfires knock down at least 20 Huns. It gives us fellows on the ground a wonderful feeling. I admire those Mustang boys, too."

We can see them flying in low over enemy territory for their pictures, flak basking all round them. It makes you feel that, by God, you're not alone in this thing."

# HALLY ZIPS LOW ON STRAFING DO

After many operational sorties but no excitement, F/L C. W. Higgins, DFC, St. Avards, PEI, zoomed his Halifax to within 300 feet of the earth and gave his gunners and bomb aimer an opportunity to strafe German troops, tanks and radio installations.

"We could almost see the whites of their eyes," said P/O Con Kelway, Victoria, BC, mid-upper gunner.

It happened during a daylight attack on a launching site for German flying bombs located near Gorenffos, France. The bomber had unloaded its cargo and was wending home when it was caught in a flak barrage 20 miles inside the French coast. One piece of flak went through Kelway's turret and hit him on the nose, but didn't hurt him much.

Forced to take evasive action, Higgins put his aircraft into a dive and next thing the crew knew they were so close to the ground they could see troops, tanks and the radio set-ups. The long awaited chance had come. Kelway, and the rear gunner and bomb aimer, both Englishmen, manned their guns and went into action. "It was real fun while it lasted," said the midupper.

# Fighter Trio Finishes Tour on French Soil

## AIR COMMODORE HURT IN RESCUE

Mark of a gallant leader rests with Air Commodore A. D. Ross, Winnipeg and Toronto, CO of the RCAF Bomber Group's largest base.

Helping rescue the crew of a burning Alouette squadron bomber which crash-landed after piling into another Halifax loaded with bombs, the air commodore had his right hand torn by an explosion. It was later amputated above the wrist.

On one side of the runway a Halifax was parked in its dispersal site, both bomb bays loaded. Adjacent were stacks of bombs, ready to be loaded into aircraft when necessary.

Into all this a returning bomber piled, overshooting on a three-engine landing, swinging wide of the runway and lurching into thousands of pounds of high explosive. Bombs in the dispersed aircraft exploded with a sky-rending blast.

One of the scattered bombs went off and this was the blast that hit the air commodore and two members of the crash tender crew, LAC Robert Wolfe, Toronto, and LAC Melvin McKenzie, Manitoulin Island.

Three fighter pilots, who until recently were members of the RCAF Wolf squadron, have completed their tour of operations and are now about to undertake non-operational duties. They are W/C R. A. Buckham, DFC and American DFC of Vancouver; F/L Hart Finley, Montreal, and F/L Peter Logan, of Montreal.

All the wings in the RCAF Spitfire sector commanded by G/C W. R. MacBrien, of Ottawa, were represented by some officers at a farewell party to W/C Buckham in Normandy. After a long and meritorious career as CO of the Wolf squadron, Buckham was promoted to wing commander to succeed the late W/C L. V. Chadburn, DSO and Bar, DFC. W/C Buckham is credited with the destruction of 62 enemy aircraft as well as with some probables and damaged. He expects to return to Canada shortly.

As a flight commander in the Wolf squadron, 22-year-old Hart Finley had an exceptionally long operational spell of duty. When he first arrived in England he flew with a RAF Typhoon squadron. Later he joined the RCAF City of Oshawa Spitfire squadron and in September, 1943, was posted to the Wolf squadron. He destroyed two enemy aircraft in a period when fighter pilots had to hunt high and low even to catch a glimpse of the Hun.

F/L Peter Logan has been with the Wolf squadron since July, 1943, and is, therefore, regarded as one of its veterans. He managed to destroy his first enemy aircraft only a few days before his tour of duty was up, a fact which particularly pleased him and his friends on the squadron.

## KITCHENER AIRMEN HOLD GET-TOGETHER

"Old Boys" of Kitchener, Ont., had a get-together at Bomber Group's largest base in Britain recently. Twenty-six natives of Krautville attended the affair arranged by Irvine Wismer, YMCA representative, and 18 others, unable to attend because of duties, sent messages of greeting.

Program included dinner, a sing-song, a solo by Ray Dedels

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# OTTAWA FOSTERS PENTLAND'S UNIT

S/L W. H. Pentland's Typhoon fighter-bomber squadron of the RCAF has been officially dubbed the "City of Ottawa" squadron. It was announced recently by RCAF Overseas Headquarters.

"The boys are keen about the adoption," said the squadron leader. "Now that it has come through, they are anxious to get in touch with the people of Ottawa and begin correspondence with them."

F/O Harold O. Gooding, Ottawa, knew Mayor Stanley Lewis and the CO has delegated him to get a letter off to the mayor and council. The City of Ottawa squadron is the second Canadian Typhoon unit to be adopted by a leading city in the past few days. S/L Frank Grant's squadron was adopted by the CO's home town, Montreal, a few days previously.

# SPITFIRE LEADER GETS RING AGAIN

France:—The half-ring which he dropped so that he could return to operations, went back on Blair "Dai" Russell's tunic Saturday. The young Battle of Britain veteran has been promoted to wing commander and now leads a Canadian Spitfire wing.

A native of Westmount, Que., and holder of the DFC and Bar, Russell rejoins the wing he led a year ago until he himself was grounded following a good share of flying ops. A quiet, efficient leader, Russell is one of the few Canadian Battle of Britain veterans still flying actively, and has also seen service on Canada's West Coast, following service in England.

With five destroyed enemy aircraft to his credit, Russell held the rank of wing commander when grounded last year and retained it while fulfilling an operational ground job in England. But when the chance came to take over a squadron last spring in a new Canadian wing, he reverted to the rank of squadron leader to get the job.

### CHAIRBORNE'S AIRBORNE

Headquarters Joes will be interested to know that "Pep" Pepperal of Niagara is now operational with a Canadian Halifax squadron. "Pep" is a gunner and will long be remembered for his exploits with the chairborne division at RCAF Overseas HQ.



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# WITH THE RADIO MECHS.

## RADIO ROUND-UP

In the boom town for three days on business and a buying spree was LAC "Arky" Lutterman, Montreal. Arky comes from a Canadian nightflying squadron and is in on the radio end of it. He bought a baby brush on account he's expecting a blessed event in about four months. Arky's married to a London girl.

He reports that LAC Will Lederman, Toronto, will be putting up the superline any day now. He's passed his commission interview and the rest is a matter of time. Cpl. Frank Win-cott, Niagara, is awaiting a posting. There's a little more money left in the squadron since Cpl. Alfie Leach, Windsor, was posted. It happens that Alfie was a handy guy with the paste-board. Signals is losing a lot more ball games since Alfie left. It happens that he was also a good catcher.

Sgt. "Daggy" Darlington, Toronto, Cpl. "Scotty" Mathison, Toronto, Cpl. "Woody" Wood, Calgary, and Cpl. Orry Costain, South Porcupine, Ont., are four radio joes who have been lately employed in teaching sprogs to talk technical. The radio teaching job came on about last December at an RAF radio school.

A few Canadians have sifted through their hands to emerge commissioned. To one in particular, P/O Kosmack, Mathison and Wood would say, "Greetings Gate." In days of peace Wood had a ham set and it was 4AFN.

With combined ops, Canadian mechs were taking part in invasion activities. F/L H. F. Tracey, Cpls. Al Cook, C. T. Par-fitt and C. Pinnel, LACs B. Howe, Andy Simpson, R. Stalker and Karl Work were on the job. Incidentally they watched the flying bombs going the other way. These men, too, are doing their little bit.

Typical of the dispersal of radio mechs is the experience of LACs Jim Ubakata, Moose Jaw, Sask., and Merv MacKinnon, Sidney, NS. After a short period in Britain the boys went to North Africa for 10 months. When they returned, some of their best pals had gone to India. So it goes. Hello, India!

## NORTH ENGLAND

By Jack Scarelliff

Latest arrival at this electron emporium is Cpl. Dick Brittain, whose hot weather sandals touched English soil not long ago, after spending two years in the Middle East. Dick hails from Weymouth, NS, and was one of the early campaigners. Unlike many, his career intends to be radio in post-war Canada. He is tall, blonde, and real competition for the wolves up here. He sends regards to Don Christie and Ross Campbell, still "out there."

Vic Swirzon, our genial master of matchless mirth, led a few of the lads astray at the gen college this week. Brittain, "Shadow" Sgt. McKinnon, "Silent Jim" Steele and yours truly were saying goodbye to the M.O. While looking for his hideout, "Vic," who led the parade, led us into the WAAF check up room. It's hard to say who blushed the most, the WAAF orderly or Vic. You should have heard the apologies.

Jeff McDowell housecleaned this week. But what a problem.

He couldn't decide whether to keep the girl friend's letters or throw away his kit. Is there an English Dorothy Dix to advise him? George "Met Office" Maybee insists that he will never be caught in such a position because his romance has only reached the conversation stage. What wolvies these mechanics be!

Hank Tuero, the cowboy from Toronto, is full of sighs and grievances this week. He has developed galloping insomnia so badly that Lights Out act more like Reveille to his sensitive nature. Another wolf!

Cpl. "Johnnie" Walker is very quiet these days on camp. But someone reports that is not while in town. What "kickapoo jungle juice" won't do in a social way. Which reminds us that Stan Johnson's acquisition of corporal tapes was another opportunity for a social do. Stan is well liked on the station, and all the boys join in wishing him the very best.

Dave McKechnie, the heap of mountain from Leamington, had us completely baffled yesterday. We met him coming from breakfast with a smile all over his face and lightened step to his lumbering stride. As a feeler we asked him, "What's for breakfast?" to which he replied, "Crepe Suzette." "What's that?" says us. Says he, "A drunken pancake with a hot-foot!" This from Leamington, Canada's corn belt!

## SOUTH WALES M.U.

By Cpl. E. F. Guy

Cupid seems to be right on the job around these parts. Two more of our boys have fallen to his irresistible charms, namely LACs DeVito and Reid. Both are reported to be holding open house for anyone who takes his own rations along.

It is rumored that LAC Irvine is secretly indulging in strenuous PT exercises. Seems that there is a WAAF who can easily outdo him in a 100 yards dash. Any further developments will be passed on.

LAC Love is still looking for the perfect system, only now he isn't alone. Cpl. Clearhill also exclaims that he is "getting bobbed to death." Who isn't?

For queer behavior Cpl. Fraeze takes the biscuit. When a grown man starts to play piggy-back it is high time something was done. Any suggestions? Best wishes to Cpls. Franklin and Goldsmith, who have gone to graze in other fields.

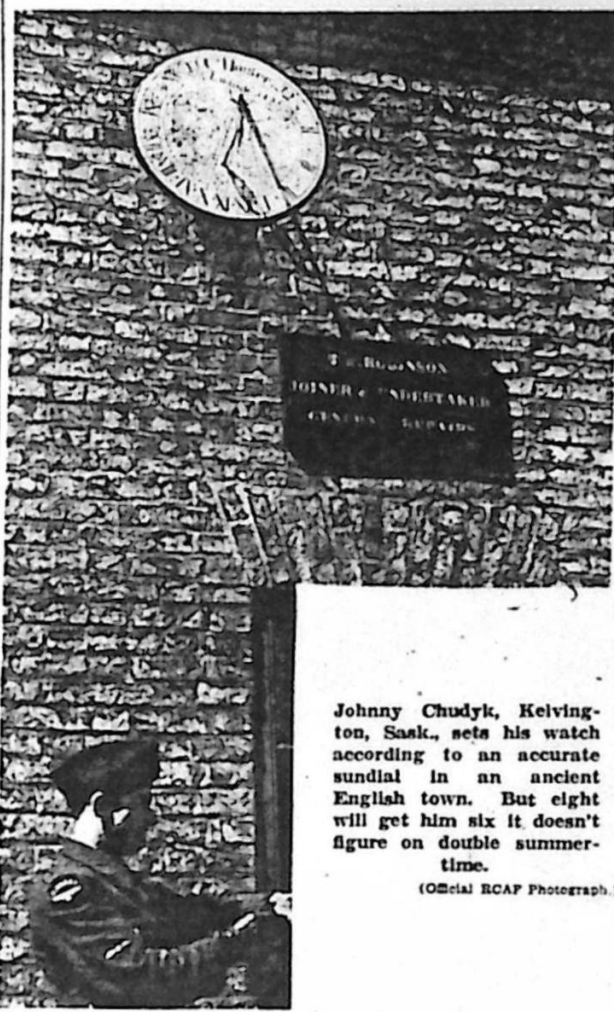
"Searchlight" Graham is still hard at work on his creation. It is said that he is designing a war monument to Canadian radio mechs.

## FOUR YEARS IN, VET WAITS HERE FOR SON

Veteran of World War I and with four years' service in Britain in this one, F/S A. F. Menu, MM, recently waived an opportunity to be repatriated. "I'd like to be in this thing at the finish," he said, "and also I expect my son will be over soon."

He is supervising six MT duffers engaged in keeping trucks and cars ready for the road at a heavy conversion unit of RCAF Bomber Group. He served in the last war with the 37th Field Artillery Battery from Winnipeg.

## QUITTIN' TIME?



Johnny Chudyk, Kelvington, Sask., sets his watch according to an accurate sundial in an ancient English town. But eight will get him six it doesn't figure on double summer-time.

(Official RCAF Photograph)

## LEASIDE LETTER

### Back in Print Again

After a lapse of some six months the activities of the Leaside Squadron are once more blossoming forth in print. It is hoped that the following remarks will bring old friends up to date on recent happenings in the squadron.

#### Gone Home

Friends of W/C Bill McKay, DFC, will be happy to read that our ever popular ex-CCO has completed two tours and has returned to the land of the Maple Leaf. We have welcomed as his successor W/C J. K. Macdonald, Antigonish, NS, who reached us via Coastal Command.

Backing up the leading Leaside these days are flight commanders S/L A. D. R. Lowe, of Calgary, and F/L M. W. Pettit, DFC, Toronto. Meanwhile, spreading happiness and "Sweet Caps" among the boys is our new Adj., F/L George Jacques, of Brantford, Ont.

An Old Boy, but still a very good neighbor, Dannie Boone is to be congratulated on his new position of CTO with the rank of squadron leader. Associated with Dannie is F/O Doe. It sounds like a technical wangle, but the latter is 1/c officers' mess bar. Lovely gravy!

#### Awards

To coin a phrase, time marches on—F/L Hilliard Smith, of Winnipeg, has completed a tour in approximately six months and with no turn-backs. P/O Don Ryan, of Tillsonburg, Ont., and P/O Harvey Quesnel, DFM, of Qu'Appelle, Sask., are also local lads who have garnered sufficient points to move on to greener fields. Possibly we are re-hashing old news, but the award of the DSO to P/O Joe Webb, of Hamilton, Ont., is due for mention. An immediate DFC on the chest of P/O John Houston is a very pretty sight too.

The local sergeants' mess now presents a very colorful eye-ful. F/S Page, CMC, with numerous assistants has painted the joint red. It was actually painted—with red and cream paint. Incidentally, gang, it is not a feat of strength to stick your fists through the beaverboard panelling.

Squadron photos are still available in the discip. office at the same reasonable price. (Advert. on the cuff.)

#### Blite Tours

With the daylight extending far into the evenings and the countryside at its loveliest, our sports officer, P/O Nittel, and our YMCA superman, Jack McClelland, are doing a fine job promoting outdoor activities for the lads and gals of the Leaside squadron. Among the most interesting of our recent affairs have been the bicycle tours near by points of interest. Between 20 and 30 WAAFs and airmen attend these tours and report

enjoyable trips. Cpl. Paul Brunelle, of Toronto, Ont., is to be commended for much of the success of these jaunts.

The Leaside softball team has not been meeting with the best of luck recently, but under the guiding hand of Capt. Bigelow the team should soon be adding a few more wins to its record. By bagging the next three games the boys will be league leaders. Several of the local boys are getting into shape for lacrosse, and the Leaside entry will be something to watch.

#### Hooked

A number of young gentlemen from hereabouts have lately joined the ranks of the Benedictines. Among these are the electrical wallah, F/O Worsnop; LAC Brooks, who begot himself a charming WAAF; and LAC Don Andrews, who favors the Land Army.

F/S Pollock, a "bluenose" who has been with us for over a year and chief of "A" Flight for a long time, will be leaving us shortly to join the boys at base.

The fifth anniversary of the formation of the WAAF was officially celebrated on June 28 at a birthday tea party, which was attended by all WAAF personnel. Others attending included WD officers and the station commander, G/C Rutledge, who delivered a short address and wished the girls success in the future.

#### Good Effort

The WAAF section of this station is of a very high standard, and S/O Maxfield is to be congratulated on the fine showing made by our girls in the Sunderland Cup competition. The highlight of the anniversary was the visit by Air Commandant Lady Welsh, director of WAAF.

On the evening of July 3 the observance of the birthday was concluded with a dance which was well attended and enjoyed by all.

To wind things up, a nameless observer who saw the Winco leave the dance has suggested that a suitable present for the boss's birthday next January would be a supercharged bulldozer.

#### WOULD-BE PILOT

After many operational flights as a tall gunner, P/O Sam Morrison, Toronto, wants to do some more but not until he has been trained as a pilot. "I've had enough of freeing a tail turret," he said. "I'm going to move up where I can see the

## "R" DEPOT

### Hectic Dominion Day

Threat of darkened skies fails to dampen the spirit of stout hearted Canucks in their endeavor to ensure that July 1, no matter where they may be, is fittingly commemorated. Amid the flourish of martial airs and bright pennants waving in the breeze, local athletes trooped on to a gaily decorated field at the "R" Depot annual sports meet. Thus Dominion Day began.

The numerous events were keenly contested. Cpl. Bill Wall of the MT section finally walked off top man with a score of 161 points, proving himself again this year to be the best all-round athlete in the family.

LACs Charlie Laveman and Jack Young followed closely behind, scoring 13 and 11 points respectively. Rounds of applause followed the Veterans' Race when many old-timers made their come-back. Again the theory of rejuvenation was supported by concrete evidence. Sgt. Bart Barton, our Postmaster, stole first place, as he dashed past our Groupie and Sgt. "Hank" Taylor racing neck to neck to a glorious finish.

#### Get Healthy

The current PT and DI Course team topped the list by winning the most collective points for the day. They were followed, surprisingly enough, by SHQ staff who managed to drop their pens for these few hours and outsmart their counterparts of the reselection board, forcing them into third place.

The PT "wallers" suffered one major set-back when they found themselves being hauled across the field in the tug o' war by the MTRU tuggers in the best two out of three pulls. Only two pulls were necessary.

G/C Denton Massey opened the afternoon session and W/O Mike Berenson at the controls tied the many knots to keep the events running in smooth succession. Although so many individuals warrant mention it is not possible to list all deserving credit.

Settling an old grudge, F/S Jimmy Power and Sgt. Bing Wylie met face to face on the softball diamond in the evening supported by two well seasoned teams. A sensational game followed with Jimmy and his gang leading 8-0 in the sixth inning. However, Bing rallied his men and the final score 11-9 resulted in favor of Jimmy's "Power" team.

#### Dance

To climax a perfect day, a dance followed in the NAAFI in the evening, when all the boys and gals around danced to the sweet strains of the local orchestra supported by the Central Dance Band visiting from RCAF HQ.

Sunday morning, undeterred by driving rain, Protestant and Catholic personnel alike marched in a combined church parade in Warrington. A very impressive service was arranged for each. The former paraded to the Parish Church and the latter to St. Mary's Church.

Later the two joined to march past Col. I. A. Rafer of the USAAF, accompanied on the stand by the mayor and mayoress and other local civic and military officials.

—Sgt. A. G. Hotson.

### Tiger Howls

The cubs of the armament section are busy these days, but recently a wave of 32 of them marshalled and made a low-level attack on a former target area along the River Swale. Said Ma of the "Black Bull": "Who's 'ere invaders to-night?"

All was going well. Cpl Krauss, the hero of the evening, in an outstanding manner accepted the greeting extended him by LAC "Ack" Ackroyd. The target area was becoming well-lit—not saying anything about the intruders. Ernie's hooks were dipped. "Foolish" Bill was in rare form; night-fighters were scarce and all was going well.

But, alas, a net dropped from the sky and the armament officer appeared. A straight course was set, and all merrily returned to base to the rhythm of "Back to Work We Go" from Snow White.

Softball is still holding a prominent part in local activities. However, the challenge posted by the armament section still goes unaccepted. Recently the AGs ventured out and tackled "B" Flight armorers. Chief result of this struggle is that another game is to be arranged in the near future, after which, at the gunners' invitation, both teams will spend a quiet evening in the sergeants' mess. The armorers being a sober lot, are considering the invitation.

The squadron softball team has become slightly steadier in the station league than formerly. "Porkey" Mayer has turned in some exceptionally good games behind the plate, while "Ernie" continues to play his usual underdog game at third. —Sgt. A. G. Hotson.

## PORCUPPOINTS

One of the latest events to take place on this station was a sports afternoon, followed by a dance in the evening.

The contestants were many, the competition keen and the prizes good. The Porcupine squadron entries took most of the events with Sgt. G. "Robby" Robertson, LAC Roy Watson, LAC G. McManus winning most of the honors.

Robertson took both the 100 and 220 yard events with Waille Stern of SHQ just inches back in each of the events. Roy Watson won both the 440 and 880 yard races quite handsly. McManus won the high jump event while he was placed second to Sgt. L. R. Maki of the Tiger squadron in the broad jump and the hop, step and jump.

There were events for the WAAFs and one of them was the rolling-pin throwing contest. This was won by Sgt. Joy Ball. Joy is in for a terrific ribbing as a result thereof.

The smooth running of the events was due principally to F/O Jim Carney, the station sports officer, who also announced the events by means of a special PA system.

It's a far cry from being a clothes designer to being a fitter, but such is the case with LAC Morrie Bernstein who works out on "A" flight. Morrie has a few hobbies at which he excels, photography being one of them.

W/O Joe Descent, bomb-aimer, is getting to be known as "The Lone Wolf." His mysterious goings and comings have his crew-mates mystified.

"S" for Stinkie, our oldest kite, has had many an experience. On one of its latest ops it failed to return with the others. Within two or three hours, ablation-room rumors claimed that it had ditched, that it was missing, that it was seen to go down in flames, that it crashed landed and that everyone was badly hurt. That same night "S" for Stinkie returned to base after leading away.

—LAC Moe Aspler.

## CALGARY OFFICER UNIT'S MR. FIXIT

Rumor has it that F/L V. L. Fiksdal, Calgary, engineering officer with the RCAF Night-hawk squadron, cut his teeth on a monkey wrench. Whether that's true or not, "Fix" has lived up to his nickname since the day he joined the squadron over two years ago.

He has shown an uncanny ability for keeping his fleet of Mosquito nightfighters in flying trim under the toughest conditions. "Fix" has moved the squadron around the country several times, packing tools, and crews, into trucks and moved them to a new location without losing a night's flying.

The former Calgary engineer and auto body-builder has been nursemaid to the squadron's kites since they flew Beau-fighters from a station in northern England. In those days "Fix" was better than a triple-threat-man, turning his hand to electrician, signals, armament and radio, in addition to his regular job.

Fiksdal has developed a fine technique for screwing spare parts from unserviceable kites to keep the squadron in the air. "It will probably catch up with me some day," he says, "but in the meantime we're doing the job and shooting down Huns. That's what counts right now." Some 12 enemy aircraft, shot down by the squadron, back up that statement for him.

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POTINS et NOUVELLES

Le sous-lieutenant d'aviation Gilles Simard de Quebec, qui vient de terminer un cours de specialisation a une ecole d'operations en Angleterre...

Le chef d'escadrille Leo Berthiaume de Montreal, est padre des escadrilles des Tigres et des Pores-Epics. Voici tout le bien qu'il pense de ses ouailles canadiennes-françaises en service actif outre-mer...

Le sous-officier breveté de deuxième classe Paul Poirier, de Mascouche, I.P.E., est un des nouveaux pilotes dont l'escadrille Alouette vient de faire l'acquisition...

Les membres des escadrilles des Tigres et des Pores-Epics ont été tout particulièrement occupés, depuis quelques semaines, à détruire en territoire français occupé, les nids de bombes-robots...

Il nous fait plaisir d'apprendre que l'officier-pilote Leopold Brochu, de Ste-Marie-de-Beauce, a été promu au grade de lieutenant de section en passant par-dessus le rang de sous-lieutenant d'aviation.

Récemment rencontré à l'escadrille des Tigres, l'aviateur-chef Paul Sirois, de Matane, Que., chauffeur de son métier des véhicules de la station...

Les équipages non-navigants des Alouettes ont été tout récemment l'objet d'une petite fête organisée par le commandant et l'adjudant de l'escadrille...

Avoir servi dans les trois armes, pendant une seule guerre, voilà un fait qui n'est pas banal et qui mérite qu'on s'y arrête...

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GOING TO TOWN



Erks ride in style through the Muski, native bazaar, in Cairo. LAC David Geggie, Wakefield, Que.; Sgt. Les Livermore, Westmount, Que.; and LAC John MacQueen, Berwick, Ont., are the three living the life of Riley.

(Official RCAF Photograph.)

LYNX SQUADRON

Lynxmen 3 Years Old

The other Saturday the officer commanding, officers, NCOs and airmen of Lynx Squadron, invited all station personnel to their third birthday party. It was a gala affair, starting off at 21.00 hours with the United States Naval orchestra beating out the rhythm...

Food

A captured pig, dozens of eggs and all you could drink, formed the basis of the refreshments. Decorations were novel, music excellent and it was generally agreed that the party was our best operational success in weeks.

Because we are three years old, and because for all too long we have remained in the back ground, not only in the geographical sense but in the publicity sense, we are going to devote our remaining space to a little self praise and the story of the record of the squadron.

Oldest Unit

The RCAF Lynx Squadron was formed three years ago, thus making us the oldest Canadian nightfighter outfit in Britain. Originally, we started with a large percentage of RAF personnel but gradually this position has been reversed until, to-day, we are virtually an all Canadian squadron.

With a real cross-section of Canadian manhood in the ranks of air and ground crew, we have a high standard of esprit de corps and a keen competitive spirit between flights. The air crew have set up a fine record of kills and the ground crew can be equally proud of their particularly high standard of serviceability.

Credit

Along with the boys who fly the kites, and the others who service and maintain them on the ground, we must say a word for all the buckshees. From cooks to postmen and clerks to G.D.s, from wing commander to corporal and squadron leader to AC-deuce—they all do a swell job to give this squadron the good name it deserves...

STOP PRESS

We have received the current copy of WINGS ABROAD and note the rash and bombastic acceptance of our softball challenge, by the Beaver Base. Time does not permit the inclusion of full details, but Sgt. R. J. Gunn might be on the look-out for further information this coming week...

—H. W.

LONG CLIMB

An NCO when war broke out, Fred Gaffney, formerly of Brantford, Ont., and Ottawa, today is in charge of all personnel matters, communications, supplies, transport and a thousand-and-one details necessary for the welfare of Canadians with the Lancaster and Halifax squadrons of RCAF Bomber Group. Now W/C Gaffney, he is staff officer in charge of administration at Group HQ.

LADY WELSH VISITS BOMBER GROUP WAAF

Air Commandant Lady Welsh, director of the WAAF, recently visited RCAF Bomber Group stations. Despite steady rain, Lady Welsh made a thorough inspection of WAAF quarters and toured sections in which the girls were employed.

There were no formal inspections, but the director stopped frequently to chat with WAAF's at their work. Lady Welsh was welcomed to the base by Air Commodore A. D. Ross and to the stations by the commanding officers, G/C Clare Annis, OBE, and G/C H. H. C. Rutledge. At group headquarters, she was received by Air Vice Marshal C. M. McEwen, MC, DFC and Bar.

BLACK BULL BOYS

Name Hunt Still On

Hi ho, again. Some of these days youse guys are going to look for this column (whom am I trying to kid?) and find it isn't there with the present moniker, but look again, because we will be there with a new headdress. The competition to select a new name for this base is now in the last lap with several fancy entries to date.

Two Cups

This heavy conversion unit has captured the "Dorothy Robson" trophy for the most accurate bombing in this base, a cup given in honor of Miss Robson for her work in aiding bombing results till her death in a crash. F/L Benner, of Cobalt, and F/O Campbell, of Cornwall, our bombing leader and his assistant, plus all armorers, are to be congratulated on their sterling efforts. And also once again this unit is grasping firmly with both hands the earthenware gadget known as the Blunder Mug, a prize for ignoble feats. More congrats go to W/Cs Miles and Weiser in gaining bars to their DFCs, and P/O Harrison, a W/OP for his new commission. Some recent men here converting on to the big kites are W/O Freddy Frederickson, of Glencross, Man., Sgt. Al. Forbes, of Woodstock, both pilots, F/O "Scully" Cully, of Toronto, and Sgt. Wes Weese, of Flin Flon and Regina. Chicken and fresh straw-

berries. That's what 60 members of the MT staff had for supper four nights ago, when they threw a party for themselves in a nearby town. F/S Menu, of Winnipeg, said, "I had to wait two hours for that provender, but ba goom it was worth it."

Sgt. Bart Dick's gang of inferior decorators are making with the spray gun these evenings in the permanent sergeants' mess, painting the ceiling a glossy white. Bart, who lowers his head and mumbles "I come from New Brunswick," has Sgt. Lloyd Sweigard, of Eyebrow, Sask., and Cpl. Goss doing the labor as he stands, arms akimbo, casting a critical eye.

The station softball team wound up in second place with four wins to two losses in the first half of the schedule. They started the second half fighting mad by whipping their opponents from nearby 13-0 last night. Go git that trophy, fellers!

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When most guys signed their enlistment papers it stuck, but not in the case of W/O Navigator Vic Lanaghan, Westmount, Que. Vic has enlisted three times. At present he's with an RAF Coastal Command Liberator, but that's getting ahead of the story. In May, 1940, he signed to be an observer, but broke his wrist at Malton AOS. His broken fin didn't heal rapidly, was susceptible to frostbite, and so Vic didn't qualify. He was released and joined the staff of Bell Telephone. In April '41, he was back in training as a radio mech. Playing rugby he threw out his leg, missed his exams, and found himself on civvie street once more. This time he went as a Navigational instructor for RAF Ferry Command. In October, 1941, he was back at the recruiting office, and this time it stuck.

Coming over to England Vic flew torpedo Wimps, did a stretch with Ferry Command on the run to North Africa, worked with Transport Command, and finally hooked up with this Lib outfit. Two other Canadians in Vic's crew are WAGs, Sgt. Jack Walton, Ontario, and Sgt. George Barry, Westerner. Their Libs are VLI efforts or as the boys say, VVLI—very, very long range. "We're out 18 hours at a time—which is a long time," they say. Vic has two brothers, Tommy and Jack, working as civilian instructors at RCAF training schools in Canada. The other brother, George, is a captain in the Provost Corps.

W/O Howie Bryson, DFC, Manitou, Man., is tapering off instructional duties at an RAF OTU. Howie has finished two tours of ops—on Lancs. The joint also contains other Canadian bodies as instructors. Some of them are W/O Ron Godden, New York, who has completed one tour on Wimps; W/O George Weatherhead, Winnipeg, one tour done on Wimps in the Middle East; P/O "Stew" Brown, Vancouver, who divides his tour on Middle East Wimps, and Limey Haybaga, and W/O "Burnie" Payette, Montreal, a one tour man on Wimps operating from England. All these boys are WAGs. Somewhere in his first tour Howie added the red and white stripes which means a gong. He was a W/O2 then. After the war Howie is hankering to pay a visit to the 26 targets he visited while the shooting was on. I'd jes like to see what damage we've done," he said.

F/S Don Walker, Toronto, F/S Bruce Ferguson, Montreal, and Sgt. Dave Sampson, hold down the navigator's, bomb aimer's and rear gunner's position respectively in an RAF Haybag. The boys are in a rut. In 19 trips they have been able to get out of France only once, and then the trip was to Belgium. They've done two daylight "do's" on doodlebug hideouts, and met plenty of flak. In all their flights they have picked up two flak holes, which ain't bad in view of the fact that the Krauts have been throwing more the boys' way lately. Also in the squadron is a Joe by the name of Sgt. "Curt" Curtis, Montreal.

Here's words on a bunch of boat men now instructing at an RAF Sunderland OTU. One of them, W/O WAG Johnny Hutchinson, Saskatoon, has just got his commission. Hutch did about a quarter of his tour on Wimps before going on Sunderlands. Other instructors there are W/O Don Smith, Calgary; W/O Jim Stafford, Calgary; P/O Ray Carlson, Fort Francis, Ont.; W/O Mike Steffanick, Kindersley, Sask., and W/O Gordie Chamney, Provost, Alta. All these guys are WAGs and have one tour on boats. Also there is F/S Jimmy Underwood, Vancouver, a Canadian in the RAF. Jimmy came over here some thing like six years ago and enlisted in the RAF as a fitter. He served in France early in the war with a Spitfire squadron Jimmy remustered to an engineer, and has completed his first tour of ops.

CONTEMPORARY CHARACTERS... by "MUFF"



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BEAVER BASE

Medico Takes a Mate

It must have been the anaesthetic that did it. F/L Ed "Doc" Gibson, Kingston, Ont., handsome medico, has gone and got himself a wife in the person of Lt. (NS) Eileen Hanson, Winnipeg. The event took place at St. Wilfrid's Roman Catholic Church, York. S/L P. L. Monaghan conducted the service. The bride was given in marriage by S/L G. D. "Doc" Caldwell.

Helpers

Helping the bride was Nursing Sister Mrs. Arnott, who is at a nearby station, while the groom was supported by his brother, Lt. Hugh Gibson, Canadian Army. As the bridal party left the church a practice air raid warning added to the excitement.

Big event of the week was the arrival of the "W Debs" all the way from Canada to bolster up the boys' morale. They stayed in these parts for three nights and put on a show which brought back nostalgic memories of Shea's and Jack Arthur's Imperialettes. Stars of the show were Kay Helwig from Toronto's East End, whose torchy singing really raised male temperatures, and Cpl. Audrey Canty, tall blonde Ottawa beauty, who stopped the show with her rendition of "Begin the Beguine."

Escort

Among the younger social set attending the show was Cpl. Johnnie Stokes, who was noted escorting LAW Dannie Bushell and taking solicitous care of her bicycle pump. Following the show Thursday night the girls were entertained in the YMCA lounge where real Canadian Pepsi was supplied by Kitchener's genial Irvine Wismer and a dainty lunch arranged by a number of the base station WDs under direction of S/O Hewson.

Among the noted station wolves in the kill were F/L "Huck" Walker, who had great difficulty in distributing his charms impartially between Flight Officer Davis and S/O Isabel Mutch; Padre Sainsbury, who showed some of the younger lads how to swing a mean hoof; Jim Reilly, Tommy Plunkett, and the writer of this column whose shiner is (and will remain) one of the base mysteries, and Cpl. Max Seclay, adonis of the armament section whose decided attentions to blonde Audrey Canty didn't pass unnoticed. Max, incidentally, is getting his PT in on a bicycle these days while WD Sgt. Dan

Goodeve is detached to Group HQ.

More Bells

Wedding bells rang out this way for WAAF Sgt. Rose W. Paine, who now has become a potential Canadian, the lucky man being F/S Arne Bjarnason, Vancouver. The ceremony went off without a hitch, although the best man went to the wrong church. Luckily he discovered his error in time to support "Barry" at the crucial moment. S/L Wilfred Butcher gave the bride away and among those present at the ceremony were W/O "Mac" McLeod, F/S Chuck Addison, Sgt. "Mel" Melstead, Tommy Plunkett, Eric Worth and LAWs Marnie Birch and Danny Buehler, and Squadron Officer N. M. C. Holland and Flight Officer N. E. Raymond.

Still in the field of romance, visiting fremen a week ago included P/O "Sammy" Sambrook and W/O "Wally" Morgan, much to the delight of LAW Aggie Millar, Shawinigan Falls Swiss, and WAAF Sgt. Mae Stutters.

New arrival is Yorkie the Cirki, pint-sized pooch, personal property of LAW Alice Gallimore, Edmonton glamor girl. Mystery man of these days is F/S "Chuck" Addison, whose fifty cycle trips to York have set local tongues wagging. Remember, Chuck, gentlemen prefer blondes.

Boosted

Now wearing galloping horses is W/O Louis Frechette, Ottawa, accounts section. Rumor has it that he bought F/S Jim Reilly a half pint of beer to celebrate the occasion.

Enjoying a spot of embarkation leave is Cpl. Gord Arcott. It is rumored that he is employing his spare time studying snakecharming in anticipation of the delights of Delhi.

Back for a visit with the boys a week ago was P/O Ted Kozachenko, sprig link training officer at a neighboring station. Newest sprig P/O on the base is Art Pittaway, who was senior aircrew NCO on strength of the Thunderbird squadron.

Recent arrival, Irma Miller, fresh from Red Deer, Alta., got a pleasant surprise when she discovered an old school pal in the person of Sgt. George Brathwait, who flies with the Moose squadron. George was a regular devil in his school days she reports. Also getting into

local operations is LAW Marjorie Davis, Prince Albert girl with the million-dollar smile and eyelashes. Her arrival has occasioned a considerable increase in the volume of traffic into the base orderly room.

Mail Bag

Now that the censorship regarding the flying bombs has been relaxed, it can now be revealed that our educational encyclopaedia, Sgt. C. L. Gagnon, has been energetically assisting the ARP in his neighborhood, by fire-watching and roof-spotting. The only drawback, however, is that he will continue to sing on duty, causing great alarm to all. There is every possibility that people will soon get to distinguish the difference between a crooning bug and a doodle bug.

After the large intake recently it was inevitable that many postings would follow. It was no surprise when many of our old stalwarts left us. Cpl. Roy Brown, of the Black Bull Boys, must be very pleased with the addition of two more to his staff. Maybe you'll get a day off now, Roy!

LAC A. B. McDonald, Cape Breton, N. S., has returned, after several months in the wilds of Yorkshire.

Word has been received of Cpl. Abe Parrish, Oshawa, who left here on a posting to the Middle East. He is a member of the successful DHO softball team, at present playing-off for the Cairo championship.

Congratulations to Sgt. McLennan, Walkerton, Ont., now sporting a crown; to our new WD, Sgt. E. Hornsath, Kandaahar, Sask.; to LAW Blair, Penn, Sask.; to LAW Wood, Banff, Alta.; the two latter have been promoted to the rank of Corporal.

A new addition to the parcel section is Cpl. Mitchell, Arden, Man., who has been appropriately nicknamed "The Ghost," because of his ability to be seemingly, in more places than one at the same time.

F/O Kingscott has had great difficulty with his newly acquired bicycle, whether it is, or was, a utility model, or whether his steering was at fault, no one seems to know. But it was very embarrassing sitting in the middle of the road with only the handlebars. Is he experimenting with a pilotless bicycle?

F/S Compton has been taking a great deal of ribbing over his new tooth, now concealing the vacant space that was always so prominent. No one can give any information regarding the missing tooth. Although many suggestions have been given, with F/S Meada chief quiz-master, it is believed that the Arabs have added one gold tooth to their collection of Canadian souvenirs.

—LAC Harold Small.

FILM LOG

"KNICKERBOCKER HOLIDAY" (Pavilion)

This is Harry Joe Brown's version of the musical stage-hit by Maxwell Anderson and Kurt Weill. Nelson Eddy, Charles Coburn and Constance Dowling are supported by a cast that includes, among others, Ernest Cossart, Otto Kruger, Johnny (Scat) Davis, Chester Conklin and Percy (It's against the rules you know) Kilbride.

The story is laid in New Amsterdam (New York) in the middle 17th Century. If you're an Eddy fan, and can visualise Chester Conklin as an operatic singer, then you should see this United Artists release. But the plot is very thin.

"UP IN MABEL'S ROOM" (Tivoli)

A United Artists picture, "Up in Mabel's Room" is a light bit of comedy—built around the story of a man with a jealous wife who gives another girl a gift that will last indefinitely. Dennis O'Keefe, married only 30 days to his lovely bride, Marjorie Reynolds, is confronted by his past when a girl friend, Gail Patrick, reminds him of a pretty slip he gave her years ago in a moment of romantic ardor.

Suspicious, accusations and counter-accusations follow in quick succession. Ainsworth's efforts to get hold of the slip and put it out of circulation lead him from one scrape to another. He is ably supported in these events by Mircha Auer. The film is good for a laugh; if you're not too tired you might even laugh twice.

Bomber Group HQ

The camera club has really gone into action and the first roll of films has been developed in the club's private dark room. The first film belonged to AW Shauf of signals clerks. Roaming around with cameras, club members can usually be spotted on Monday nights. If it is raining, meetings are held in the recreation hall, and interesting lectures are given by Sgt. Harry Price.

Visiting concert parties have attracted much attention here lately. We had the "W Debs" first, and then put on a really first-class show. A few days later we had a visit from "The Tar-macs." The snappy performance put on by the seven air force lads was made all the more interesting because two of the cast were once at this station.

Old Hepeat

All the jitter-bug enthusiasts will remember LAC Mickey Mincoff, and the old-timers will remember LAC Lorne Wickey. Lorne comes from Stratford, Ont., and LAW J. Ford was delighted to find someone who came from her home town. Seems she's been looking for any Stratford strays ever since the came here and has not been very lucky in her search.

Wearing a crown above, his

SIX SQUADRONS

(Continued from page 1.)

"Target was plainly visible when markers went down," commented Sgt. Doug Beamer, Windsor and Strathroy, Ont., Goose squadron gunner. "In two minutes the whole area was covered with dirty, grayish-black smoke. We got it all right."

Fighter Escort

Escorted by Spitfires but molested only by heavy flak several squadrons paraded over flying-bomb emplacements last Thursday morning in the second op of the day. A Lion squadron air bomber, F/O A. H. Jarvis, of Winnipeg, reported that "It was easy to map-read our way into the target area by the main roads." Explosions round the ramps raised so much dust that F/S Jim Harris, Goose squadron bomb aimer from Toronto, compared them to a desert sand-storm.

F/L J. F. Easton, Timmins, Ont., Goose squadron skipper, brought his bomber back with mid-upper turret, mainplane and fuselage holed; while chunks of flak smashed into the port alleron, rear turret, ammo track and nose of the Goose aircraft in which P/O Jim Brown, of North Bay and Cobalt, flew.

Six squadrons of RCAF Hallifaxes attacked the same target in the early hours of the morning. All aircraft returned safely, but to diversion bases owing to weather.

One Down

Canadian gunners got at least one enemy kite in the air fighting in the dark hours of Wednesday before last, as bombers brushed aside many nightfighter attacks to blast the Villeneuve yards. The certain victory goes to a Tiger squadron Halifax, whose crew also claim a probable as result of five attacks. Rear-gunner F/S Austin Snider, of Halliburton, Ont., saw his bullets patter into an ME109 before reaching the target area. It's the probable.

Over a hundred RCAF Hallifaxes flew through bright sunshine to hammer flying-bomb emplacements a week ago Tuesday. All returned safely without encountering opposition. "It was a great way to wind up a tour," commented P/O Harvey Quesnel, DFM, Pont Credit, Ont. This Leaside squadron rear gunner was advised on return that he had screened.

three hooks is Art Read. A big party was held in the sergeants' mess to celebrate the event. Now wearing two hooks is Royce Robertson of the teleprinter section.

A big party was held this week in a nearby town by a number of WDs who have been over here just over a year. The party was arranged by Sgt. W. Garland and a large cake, made and iced by WDs on the station, was cut by the youngest member of the party, LAW Jessie MacArthur.

Leaving us is F/L Wyman, and S/L J. Brittain has left us in a hurry. Recently arrived on the station are F/L G. T. Sullivan and F/O J. T. Stirn. S/O E. A. Miller is in hospital.

Owing to bad weather, the ball teams have been having an enforced rest but maybe there will be something of note before long.

CANADIAN GUNNER HAS FIRST HONOR

The Albemarle has made its first kill.

Flying over enemy-occupied territory recently, the gunner of one of these glider-towing parachute-dropping aircraft of the RAF airborne squadron shot down a twin-engined German nightfighter which dived to attack.

"As he came at us," said the gunner, W/O Bob Johnson, Edmonton, "I opened up again when he was at about 400, and for a second the two streams of tracers, his and mine, crossed. There was a flash of flame as he fell away and hit the ground ablaze."

The pilot of the kite was F/O George Sawie, Truro, who took evasive action for some minutes after the attack and then continued on his mission.

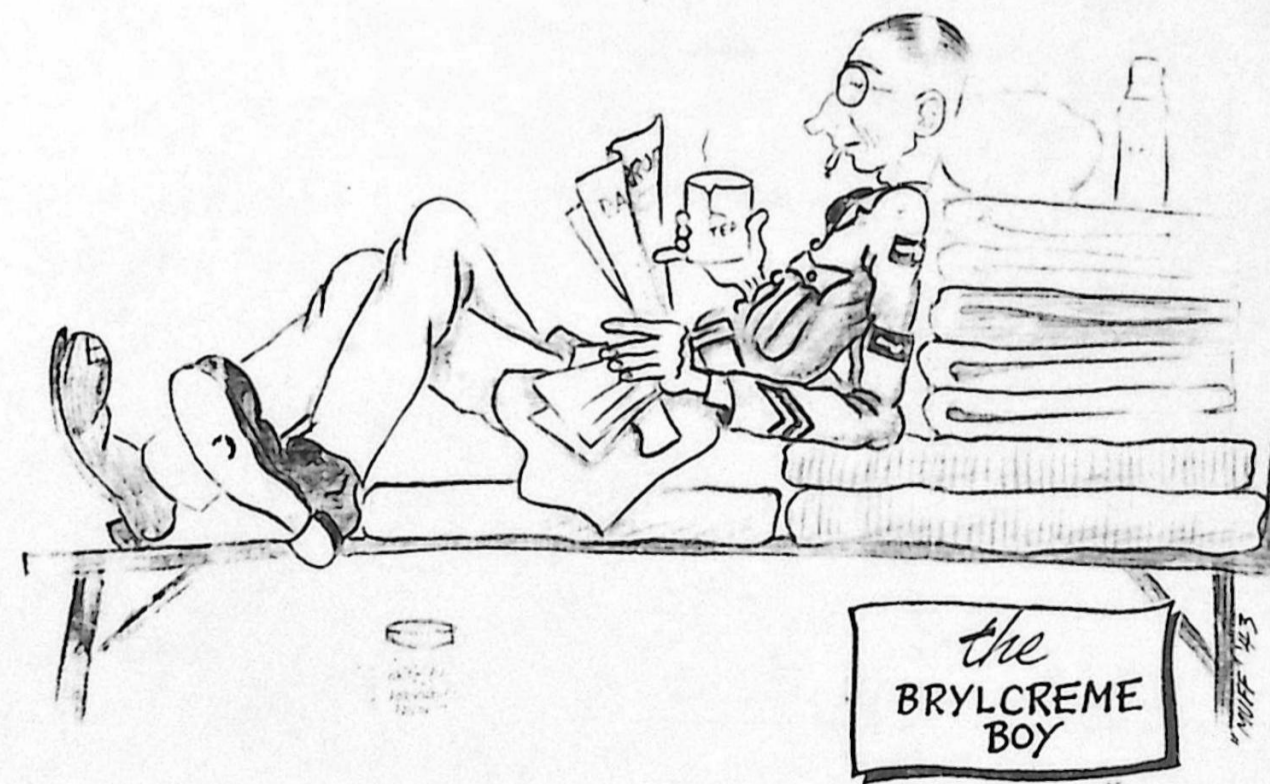
This is the first time that an aircraft of the RAF airborne squadron has brought down a German nightfighter.

MOSQUITO TEAM DESTROYS JU 188

A Canadian-American Mosquito team belonging to a defence group of AEAF, F/L Charles E. Edinger, Detroit, and F/O Charles Leo Vaesser, Leipzig, Sask., destroyed a JU188 night raider over the Normandy beachhead recently.

F/L Edinger opened fire on the JU188 at a range of 200 yards. "I hit the kite on the port engine nacelle," he said. "It caught fire and was burning violently and it dived down to the sea."

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