

A SCREEN STAR NEVER TAKES CHANCES WITH COMPLEXION BEAUTY. I LOVE MY DAILY LUX TOILET SOAP BATH.

Joan Bennett
A 20TH CENTURY FOX STAR IN "GIRL TROUBLE"

LUX TOILET SOAP
COSTS SO LITTLE... LASTS SO LONG.

LEVER BROTHERS (N.Z.) LIMITED - PETONE LT. 82,522.

THE CHARLES BEGG ANNUAL MUSIC COMPOSERS' CONTEST

Full particulars of this Contest, entries for which close on NOVEMBER 30th next, are available on application to any Branch of CHARLES BEGG & COMPANY Ltd. This Contest has been initiated to encourage the composing and performance of New Zealand Music.

RELIEVE ACHING FEET



Dr. Scholl's Foot Powder—antiseptic and deodorant—a pleasant remedy for tired, burning, tender feet and other painful conditions. A preventative against macerated skin between the toes. **MADE IN N.Z.**

From Dr. Scholl Dealers everywhere.

Dr. Scholl's FOOT POWDER

PACKED IN TWO SIZES
SMALL 1/7
LARGE 2/9

The Scholl Mfg. Co. Ltd., Willesden St., Wellington.

Some Of Our Bombers Are Missing . . .



. . . BUT 50 PER CENT OF THEIR CREWS ARE SAFE

" — of our bombers are missing."

That sting in the tail of Air Ministry communiqués disquiets us.

As the strength of our raids has increased, losses have mounted. They might even go higher.

But don't let's get too gloomy. Some 50 per cent of our shot-down crews have escaped with their lives, and are now prisoners-of-war.

Since the beginning of the war, I make our bomber losses over Germany, Italy and occupied territories roughly 2500. Yearly totals as follows:

1940	260
1941	750
1942	1190
1943 (to April)	300

You can reckon the average number of men per machine over the whole period of the war as six. It is seven now, because the smaller bombers are not so largely used.

On this basis, 15,000 airmen have failed to come back. But, according to my reckoning, some 7500 will one day do so.

The losses represent rather more than the equivalent of an infantry division. Against them we can show widespread devastation in Axis armament plants and the pinning down to defence of huge enemy fighter and A.A. forces.

The same results for equal sacrifices on land would be hailed as a tremendous victory.

But we can't leave sentiment out where the R.A.F. is concerned. When we read that 50 bombers are missing,

By the Air Correspondent of the Glasgow "Sunday Post"

our distress that some 350 men have gone overshadows all other considerations. This is natural, but it isn't war.

Trained to Escape

The only question should be—"Was it worth it?" And it has been worth it every time.

Bomber crews' chances of escape are poorer than they were in the days of the open cockpit. But they're a good deal rosier than in the early days of the war.

Before any man is sent out in a bomber he's thoroughly trained in escape technique. He knows exactly what to do when in a tight corner.

There are more and better escape hatches in our latest bombers.

The Bristol Beaufighter—though not in the heavy bomber class—is probably the best example of design for escape.

The entry and escape hatch opens downwards and outwards in the floor. It provides a shielded area of still air in which the crew can drop clear of the machine.

Without this, a man drops immediately into a 300 to 400 miles an hour wind. There's always the danger he'll be blown against some part of the structure, particularly the tail, and injure himself.

Two Choices for the Pilot

Our Lancasters, Stirlings and Halifaxes are all fitted with escape hatches in roof and floor for each member of

the crew. The result is they're able to bale out, no matter at what angle the machine is flying.

When an aircraft has been hit so badly there's no chance of its getting home, the pilot has two choices. He can crash land, or order the men to bale out one by one in an order previously decided upon, and, in some cases, rehearsed.

Now and again, there has been a combination of both methods. Part of the crew take to their 'chutes while the skipper and maybe one or two of the others stay on.

Rome Radio Errs

This happened during a raid on Turin — and, incidentally, made the Italian Propaganda Ministry look a little foolish.

Our communique had claimed all the British aircraft returned safely. Lately in the day, Rome radio announced:

"The British Air Ministry communique says all the British aircraft came back to their bases. The British have been misinformed, because some members of the crews in the British planes were made prisoner after their planes were brought down."

All our aircraft did, in fact, return safely.

A Halifax, captained by Wing-Commander B. V. Robinson, D.S.O., D.F.C., dropped a heavy load on Turin. Shortly afterwards, fire broke out in the bomb bay.

The whole aircraft was filled with smoke and fumes. There was a violent explosion. The fire went on spreading. In front of the Halifax were the Alps. The ground was only a thousand feet below.

(Continued on next page)