

Sergeant John Dana DUCHAK, R176475, RCAF Artist


John "Napper" Dana Duchak was born in Regina, Saskatchewan, 10 July 1921, the son of Mike and Mary Duchak. John was educated in the Regina school system and enjoyed playing hockey and lacrosse. He was a self taught artist, born with a talent to paint, draw, and cartoons became his major creative ability, which formed a secret part of his official RCAF art work overseas 1943-45.

John was first employed in Regina as a commercial artist in 1941 and early 1942. On 24 July 1942, he arrived at No. 2 Manning Depot in Brandon, Manitoba, and enlisted in the Royal Canadian Air Force, he had just turned 21 years of age. At this point, it appears fate stepped in and directed him to his love of drawing cartoons.

In early 1942, manning depots had taken over all RCAF aircrew selection programs, and it was in these large reception centres where all new RCAF recruits were funnelled and in the process changed from a civilian to an airman. Each new recruit appeared before an aircrew selection board of at least two officers, and they examined his medical reports, personal history file, and scores obtained on the Classification Test, and aptitude testing. These officers decided if the candidate had good pilot potential or if he should be assigned another aircrew category or ground trade. The candidate had no choice other than to accept the board's decision. In January 1942, there were five manning depots in Canada, No. 1 in Toronto, Ontario, No. 2 in Brandon, Manitoba, No. 3 Edmonton, Alberta, No. 4 in Quebec and No. 5 in Montreal, Quebec. Most of the recruits were sent to Edmonton, Brandon, and Toronto, the last of which had accommodation for five thousand men.

No. 2 RCAF Manning Depot, was formed at Brandon, Manitoba, on 29 April 1940, and the staff strength in July 1942 was 35 officers and 280 other ranks. They processed an average of 1,300 recruits per month, under Commanding Officer Wing Commander H. G. Reid. The manning depot also published a high quality monthly magazine titled "The Airman's Post" which featured a large amount of cartoons and a sexy pin-up lady created by their artist AC2 P. Kuch. Artist Kuch was being posted to No. 2 Initial Training School at Regina, Sask., and they needed a new artist for their publication.


When the selection board finished with John Duchak, he was selected for aircrew training but he would first be posted to No. 2 Manning Depot, [29 August 1942] where he would replace out going artist P. Kuch.



Vol. 2, No. 8

No. 2 Manning Depot, Brandon, Man.

October, 1942

THE EDITOR'S CORNER	THE AIRMAN'S POST
 <p>In the dim cathedral of memory most of us store away and treasure happy recollections of people and events that touched our lives somewhere along the trail of the years. And very often we keep mementoes associated with those happenings to provide us with a physical link between the past and the present. One day, perhaps not very distant, this Manning Depot will have become just a memory too, and those of us who have retained copies of the Airman's Post can</p>	<p>Printed by The Sun Publishing Company, Limited, 24 Tenth Street, Brandon, Man</p> <p>PUBLISHED MONTHLY AT R.C.A.F. NO. 2 MANNING DEPOT, BRANDON, MAN.</p> <p>Editor-in-Chief ROBERT TYRE, Sgt.</p> <p>Advertising ART HUTTON, Flt. Sgt.</p> <p>Circulation H. R. ADAMS, F/O</p> <p>Art Work P. KUCH, AC2, JNO. DUCHAK, AC2</p>



The October 1942 issue of "The Airman's Post featured the last work of artist AC2 P. Kuch and the first drawings from AC2 John Duchak, RCAF.

October, 1942

No. 2 Manning Depot, Brandon, Man.

THE AIRMAN'S POST.

Vol. 2, No. 8

THE AIRMAN'S POST

Printed by The Sun Publishing Company Limited, 24 South Street, Brandon, Man.

PUBLISHED MONTHLY AT R.C.A.F. NO. 2 MANNING DEPOT, BRANDON, MAN.

Editor-in-Chief ROBERT TYLER, S.E.

Advertising ALEK BUDJON, P.M. S.E.

Circulation H. R. ADAMS, P.O.

Art Work F. KUCHE, A.C.E. P.O. DUTCHAK, A.C.E.

AIRMAN'S POST

NO. 2 MANNING DEPOT, BRANDON, MANITOBA

ROYAL CANADIAN AIR FORCE

OCTOBER 1942
10 CENTS PER COPY

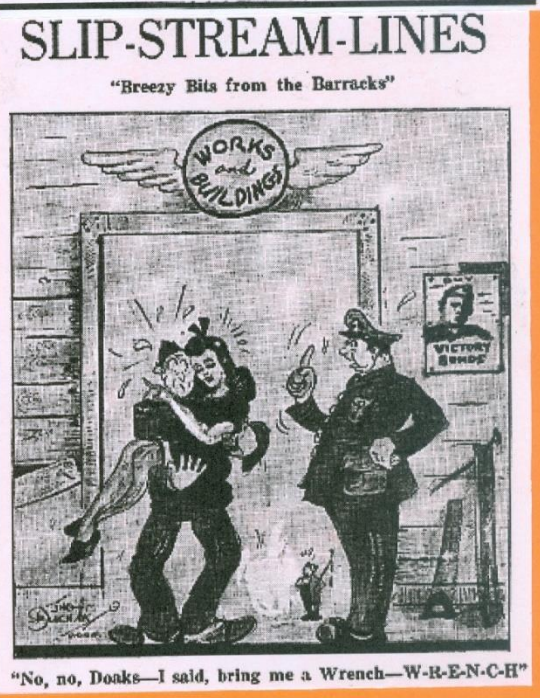
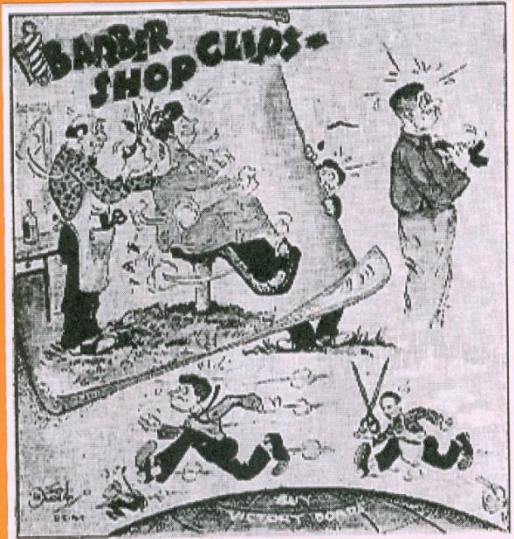
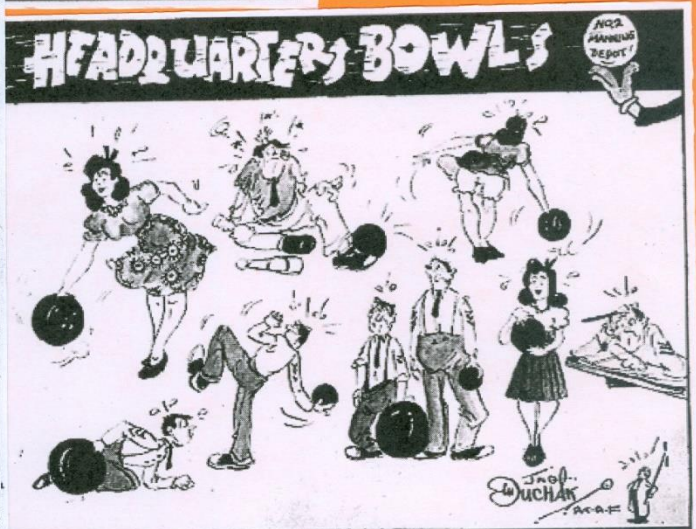


Hail and farewell: Artist Kuch departs, Artist Duchak arrives.

The first cartoon by John Duchak depicts ex-artist Kuch leaving for the Initial Training School and artist Duchak arriving at Brandon, No. 2 Manning Depot.



The signature trademark of RCAF artist AC2 John "Napper" Dana Duchak [R176475] No. 2 Manning Depot magazine [The Airman's Post] October 1942.



AC2 Duchak cartoons at No. 2 Manning Depot, September – October 1942.

The next part of John Duchak's RCAF training is a bit of a mystery, as his Ottawa records do not show him posted to any Initial Training School or Elementary Flying Training School. If he was selected for pilot training, he would spend four weeks at initial training school, followed by ten weeks of elementary flying training where the pilot candidates came face to face with their first aircraft and the RCAF instructor who will teach them how to fly it. John was posted to No. 2 Manning Depot on 29 August 1942 and then directly to No. 12 SFTS on 6 November 1942, both located at Brandon, Manitoba.

On 6 November 1942, AC2 John Duchak proceeded to No. 12 S.F.T.S. at Brandon, Manitoba, and joined Course #67 in training. The Daily Diary records on 1 December 1942, Course #67 pupils were interviewed in regards to their unsatisfactory progress and a number failed the course. They received their wings on 18 February 43, and cleared the station the following day. It would appear John Duchak failed this course, was reassigned, and posted to No. 3 Bombing and Gunnery School at Macdonald, Manitoba, on 21 February 1943.

On 22 February 1943, Course #51 commenced at No. 3 B and G School with 90 trainees. On 5 April 1943, AC2 Duchak was promoted to LAC, and graduated on 14 May 43. His Gunnery Wings were presented by C.O. Group Capt. R.F. Gibb, AFC, with graduation of 63, 43 being RCAF who were posted to No. 1 "Y" Depot at Halifax, Nova Scotia. LAC Duchak was promoted to Sergeant on graduation and arrived at Halifax on 19 May 1943. On 17 June 43, Draft No.73, with 80 officers and 167 sergeants departed Halifax at 16:00 hrs. He arrived in the U.K. on 24 June 43, and was assigned to No. 23 Operational Training Unit, where he repeatedly suffered airsickness and failed his operational training.

The next step in Duchak's air force career involves the very creation of No. 6 [RCAF] Group and the Headquarters' know as "Castle Dismal." Canada's indigenous bombing group began operations at one minute after midnight on the first day of 1943. The planning and creation of No. 6 Group on paper had began in August 1942, and this clearly showed the RCAF was short on officers and required a number of RAF officers to be posted [loaned] to the new Canadian group. This mix caused a number of serious problems and a lot of training was required before the Canadians would be an effective force on bombing operations. Air Vice-Marshal George E. Brookes, A.O.C. of No. 1 Training Command, was selected to provide a diplomatic bridge between the RAF senior officers and the new Canadian airmen. In September 1942, Brookes first task was the selection of a new permanent site for the Canadian Headquarters of No. 6 [RCAF] Group. He found a rambling old seventy-five room Victorian style castle at Allerton Park near Knaresborough and this was taken over by the RCAF. The property was owned by forty-seven-year-old Lord Mowbray, and he showed no patriotism or love for the Canadians, and complained vociferously about the war, the RCAF, and the alterations being done to his rundown castle. The new RCAF officers soon found Brookes to have a few shortcomings, lack of command experience, a very fussy man, inclined to dwell on trivial British matters, and concentrated excessively on the renovations to his new castle. To the majority of RCAF airmen, Allerton Park, [Allerton Hall] became known during its Canadian tenancy as "Castle Dismal." This is where all bombing operations were planned for No. 6 [RCAF] Group beginning on 1 January 1943.

On 5 January 1943, No. 6 [RCAF] Group H.Q. Allerton Park was officially changed to read – "Allerton Hall." The new Headquarters' for the Dominion "HOME" Stations of the Royal Air Force in England.

Serial No.....12.
Page.....1.
Date.....29th March, 1943.

GROUP ROUTINE ORDERS

BY

AIR VICE MARSHAL G. E. BROOKES, O.B.E.

AIR OFFICER COMMANDING,

No. 6 (R.C.A.F.) GROUP, ROYAL AIR FORCE.

DOMINION "HOME" STATIONS

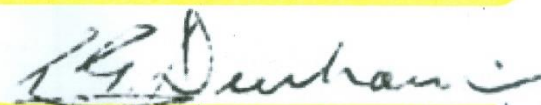
R.C.A.F. Overseas Headquarters Information Memorandum No. 3 (File No. S.2-12-1 dated 22nd March, 1943, Ref: L.M.708/D. of O.) reads as follows -

It has now been agreed that the following further R.A.F. Stations, administered by No. 6 (R.C.A.F.) Group, became Dominion "Home" Stations with effect from 1st January, 1943, and are designated as "R.C.A.F. Stations".

<u>STATION</u>	<u>SATELLITE</u>
LEEMING	SKIPTON ON SWALE
MIDDLETON ST. GEORGE	CROFT
TOPCLIFFE	DALTON AND DISHFORTH
ALLERTON HALL	

Additional Stations, as and when they are taken over by No. 6 (R.C.A.F.) Group, will also become Dominion "Home" Stations.

It will be noted from the above that the nomenclature of No. 6 (R.C.A.F.) Group is now ALLERTON HALL and not Allerton Park, (Ref. Appendix "A" to Bomber Command letter S.72228/O.P.1 dated 5th January, 1943.


(C. G. DURHAM) Wing Commander,
for Air Officer Commanding,
No. 6 (R.C.A.F.) Group,
ROYAL AIR FORCE.

On 22 November 1943, [after failing his Bombing and Gunnery course] Sgt. John Dana Duchak was posted to R.C.A.F. Overseas Headquarters, known as RCAF Overseas. Formed on 1 January 1940, it was based in London, [20 Lincoln's Inn Fields] where it provided a central location for personnel records and general RCAF administration. By 1943, the administration had top authority over the movement of Canadian RCAF personnel in England, working closely with RCAF H.Q. at Allerton Hall. It is not clear why Sgt. Duchak was posted to RCAF Overseas, but possibly due to his artistic talents. He was also possibly involved in the forming of No. 19 Dental Company, as he completed at least three newsletter covers for this new unit in early February-March-April 1944.



File: S.22-1-6 B.G.

ROYAL CANADIAN AIR FORCE
OVERSEAS HEADQUARTERS

SECRET

RCAF Overseas
20, LINCOLN'S INN FIELDS,
LONDON, W.C.2.



The RCAF Overseas official badge was an eagle in flight over a blue disk [sky] and in his claws he carried a sprig of branch from a Canadian Maple tree. Six Maple Leafs show in the design. Approved by King George VI, in June 1944.

In 1938, the Canadian Dental Association lobbied the Minister of National Defence to create an independent dental service for use by the Canadian Army, Navy, and Air Force. By 1939, the Canadian Army Dental Corps was replaced by the Canadian Dental Corps, which provided diet and oral dental standards for servicemen and servicewomen around the world. In December 1942, No. 18 Base [Dental] Company, RCAF, was formed at London, England, under command of Major L. L. Kent, from Lachine, Quebec. In charge of the Canadian Dental Corps of the RCAF in England, was Lt. Col. E. M. Wansbrought, M. M., E.D., from Shelburne, Ontario. As more Canadian graduates of the British Commonwealth Air Training Plan reached Britain, the demands for the Dental Corps were increased and the expansion from a single Base Company to two Base Companies was announced in February 1943. No. 19 [Dental] Company, was formed at RCAF Station Leeming in March 1943. By October 1943, dental work done for the RCAF in England, involved 11 mobile clinics, which attended bomber and fighter bases, plus No. 18 Base in London and No. 19 Base [Company] at Leeming. In October 1943, 7,600 patients received treatment totalling 13,000 operations by forty-three dental officers and more than 100 dental assistants. On 22 November 1943, Sgt. Duchak possibly joined this select group of dental technicians and assistants which were staffed by a large number of female members of the RCAF's Women's Division. No. 19 Dental Company left Station Leeming and moved to No. 6 [RCAF] Group H.Q. on 15 December 1943. The artistic talents of Sgt. Duchak were soon discovered by senior RCAF officers and on 21 December 1943, he was officially posted to No. 6 [RCAF] Group H.Q. at Allerton Hall on "General Duties."

Appendix C.29. to RCAF
Form 540. H.Q. No. 6
(R.C.A.F.) Group.
December, 1943.



6.(R.C.A.F) GROUP
ISSUE NO. 6 NOVEMBER. 1943.

"SECRET."

Early "Bombing Digest" cover art by Sgt. Duchak, late November 1943. Possibly the very first art he created at No. 6 [RCAF] Group, Allerton Hall.

APPENDIX No. 89 to
R.A.F. FORM 140
H.Q. No. 6 (R.C.A.F.) GROUP
DATE April 1944

FEB. 24 - NO. 19 COMPANY 1944

NEWS LETTER

BOMBER GROUP CANADIAN DENTAL CORPS



Cover art by Duchak for the 24 February 1944 issue of the No. 19 Company, Canadian Dental Corps Newsletter. This is making fun of the No. 19 Company O. C. Major R.A. Gilbert, from St. Thomas, Ontario. You must keep in mind No. 19 Company did dental work on the most senior officers at "Castle Dismal" Allerton Hall, and it was made up of 45 dental assistants from the RCAF Women's Division. Thus, this cartoon cover art featured some form of sexual humor directed at their Commanding Officer.

APRIL 1944

4th News Letter

NO 19 COMPANY
CANADIAN DENTAL CORPS
BOMBER GROUP

APPENDIX No 144
R.A.F. FORM 640
H.Q. No. 6 (R.C.A.F.) GROUP
April 1944

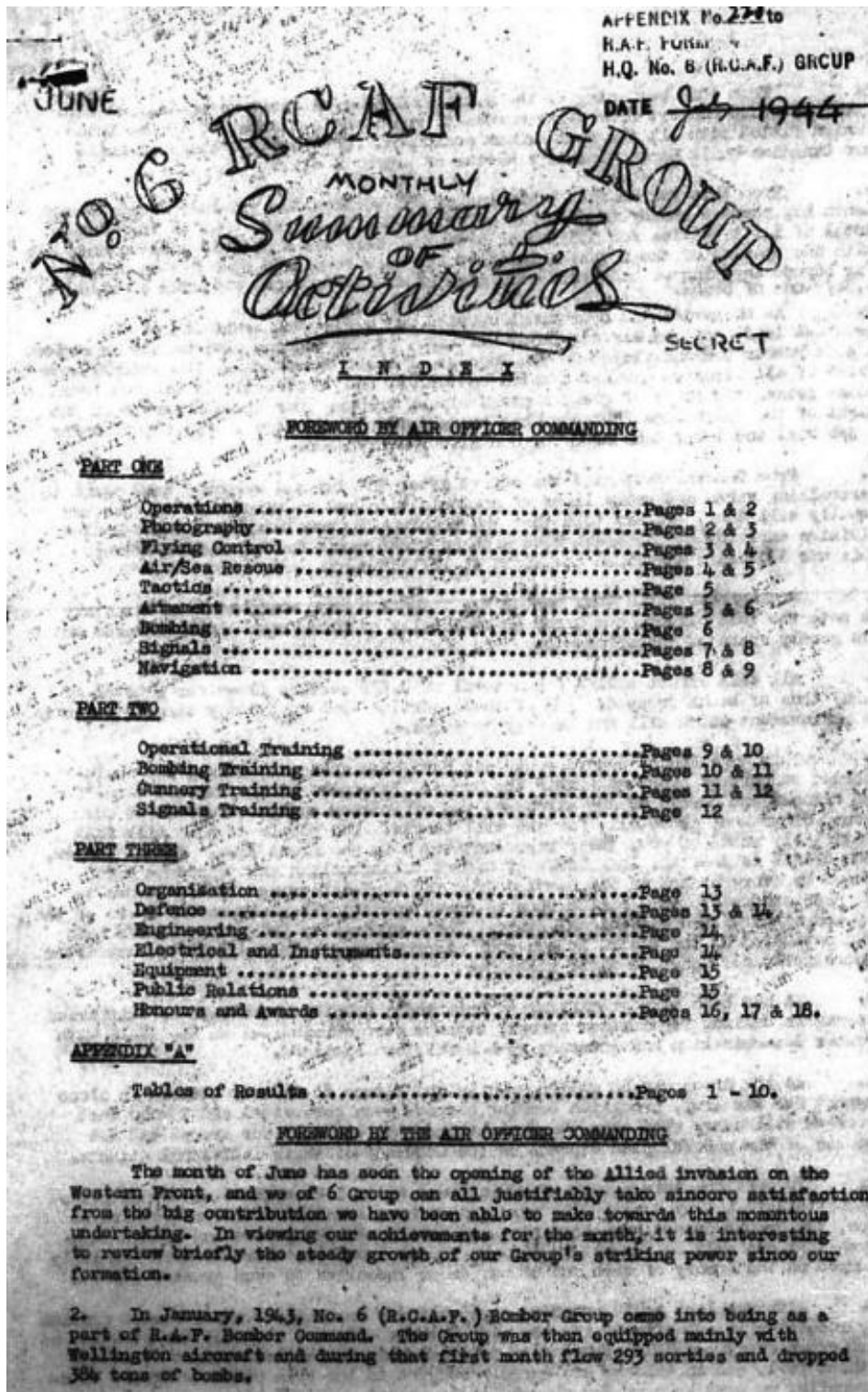


In March 1944, O.C. of No. 19 Company Canadian Dental Corps, Major R.A. Gilbert was promoted to Lt. Colonel and artist Duchak gave his congratulations with a special cover art. Sgt. Duchak was now on charge No. 6 [RCAF] Group, [Ground] at Allerton Hall, as their official artist, however it appears he had close connections to the newly formed No. 19 Company Dental Corps.



Sgt. Duchak was officially posted to No. 6 [RCAF] Group H.Q., as an artist on 25 January 1944. In February 44, he became the N.C.O. placed in charge of a new formed art section, with three draftsman working under him. His first cover art for operational duties "Summary of Encounters" appeared March 1944, followed by 28 more covers which I have in my collection. It is possible he created more than the 29 known RCAF covers, which were classified secret, resulting in most being destroyed.

The No. 6 [RCAF] Group, H.Q. monthly "Summary of Activities" publications began with the formation of the Canadian Group at Allerton Hall on 1 January 1943. The early editions were small, containing 10 to 12 pages of typed secret information and no artwork. Each month the pages of information increased, April 1944, had 21 pages, May 1944, contained 26 pages, and the June 1944, increased to 28 pages. This information was classified "secret", printed in limited copies and distributed to 54 units of the RCAF in Bomber Command located in Yorkshire, England. Each month a new summary publication arrived and the old copies were ordered to be destroyed by RCAF Headquarters.



In June 1944, Sgt. Duchak was granted permission to create black and white drawings to add to the Summary of Activities publication, now he created hundreds of cartoons for the title pages. A few samples are shown, but each month he created ten to twenty new images for the RCAF Summary of Activities, plus full page cartoons. Some images were later repainted in color and survive today.

OPERATIONS

1. The Hun can thank the weather for many loads of bombs not dropped on his V1 and V2 installations, oil refineries, marshalling yards, etc., as on numerous occasions aircraft were bombed up, crews briefed, operational meals served, only to have the operation scrubbed.
2. In spite of weather as indifferent as it was during July, the Group managed to fly 2741 operational sorties and dropped 9337 tons of bombs. This was only 196 sorties and 610 tons less than June, a truly good performance, under the circumstances. The percentage of aircraft attacking the primary target reached a new high of 95.2%.
3. Forming part of this Summary is a detailed table (Appendix "A", Table No. 1) showing the targets attacked. From this information, it will be noted that 40% of the total effort was directed against Flying Bomb Sites and Supply Depots, 16% in support of the ground forces in the GERM area, 23% on German Industrial Centres and the remainder on oil refineries and marshalling yards in Occupied Territory.

NAVIGATION

- 5 -

33. The timing for July has taken a decided turn for the worse. The percentage of aircraft bombing within their allotted wave was 78.9% as compared with 88.9% in June. In view of the fact that German targets, beyond Gee range, are included in the month's effort, the bombing times have been worked out separately for each type of target. The targets included in the summary as German consist of Wesseling (18/19th), Kiel (23/24th), Stuttgart (24/25th and 25/26th) and Hamburg (28/29th). The figures are the result of the analysis of 588 bombing times. The remainder of the month's raids are included as French, 1759 bombing times having been analysed.
34. See Table No. 2, Appendix "A" for "Summary of Bombing Times".
35. It will be noticed that five out of the six squadrons at the bottom of the list on French targets are also included in the last six on German targets. This can only be attributed to a lower standard of navigation at these squadrons than at the others. It is up to the navigation officers at these units to see that training is especially directed to improvement in this connection.

This header with cartoon art first appeared in the June 1944 issue.



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25. July has seen a continued combination of daylight and night attacks by the aircraft of the Group.

26. As our losses on daylight attacks continue to be very small, it is quite possible that deeper penetrations may take place in the future. With that object in view, it is a good idea for crews to become used to some form of loose formation flying so as to keep up the concentration and ease the job of the fighter cover on longer sorties. A set of diagrams and instructions for a simple squadron formation are in course of preparation and will be distributed as soon as they are available.

27. It is very important that all aircraft adhere strictly to track on daylight operations, as it has been found that any aircraft that wanders over even a small defended area usually encounters accurate and unpleasant opposition.

28. Conforming to the laid-down tactics for a daylight operation is just as important as on a night attack. Captains must not become out and out individualists at the expense of concentration simply because it is daylight.



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Serviceability

141. Overall Serviceability throughout the Group surpassed that of last month with 89% as compared with 88.2%.

142. The average flying hours for average strength of aircraft in all three operational bases, although decreasing from 62.7 to 59 hours per aircraft is remarkably good, considering that three squadrons converted to different types and a fourth formed completely during the current month.

143. Honours for individual Squadrons for the best overall serviceability and the most hours flown per aircraft on strength go to No. 427 Squadron with 94.5% serviceable and No. 426 Squadron with 72.7 hours per aircraft.

144. No. 415 Squadron became fully operational in No. 6 (BCAF) Group on the 26th July and started well by sending off all of its initial equipment aircraft on the 28/29th July, its first operation.

These small header cartoon captions reveal the true ability and originality of Sgt. Duchak. The title for the RCAF ground crew making aircraft repairs soon became their unofficial motto – "U Bend Em - We Mend Em."

It has been well documented by famous historians and official RCAF publications, that the forming of No. 6 [RCAF] Group involved hidden private fighting with hostile words. In short, the British RAF High Command did not want the formation of No. 6 RCAF Group. The R.A.F. chiefs wanted the Canadians to remain under British control in the existing RAF groups. This became a political nightmare for both the Canadian Liberal Government in Ottawa, and the British Government under Churchill. In the end the Canadians won, for the simple reason it was politically desirable to form the new 'all-Canadian' Group.

Even Sir Arthur T. Harris, the Air Officer Commanding-in-Chief R.A.F. Bomber Command, had little respect for the RCAF's Air Officer Commanding 6 Group, Air Vice-Marshal G. E. Brookes, who he nicknamed "Babbling Brook." Harris was equally critical of the Canadian 6 group Air Officer Commanding-in-Chief overseas, Air Marshal "Gus" Edwards, who he described as unsuitable for any Command.

When No. 6 [RCAF] Group demanded to be equipped with new Lancaster aircraft, "Bomber" Harris drew a line, which is still disputed by historians today. From the National Bestseller – "Reap the Whirlwind" published in 1991, page 15. In September 1942, Harris wrote to Portal – *"I fail to see why we should give these people, [Canadians] who are determined to huddle into a corner by themselves on purely political grounds, the best equipment [Lancaster aircraft] at the expense of British and other Dominion crews."*

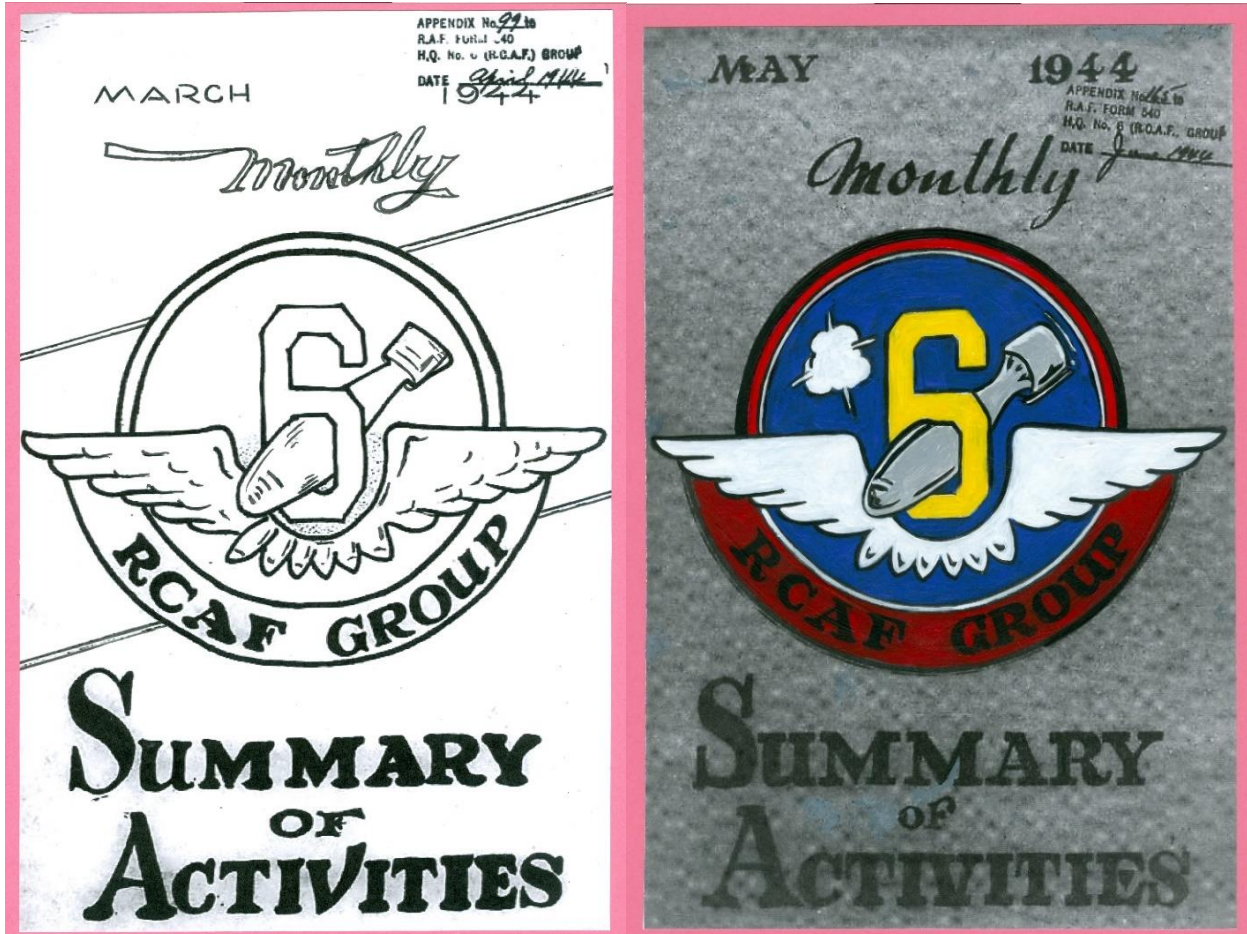
Harris was true to his word, and for the majority of No. 6 [RCAF] Group aircrew, the Halifax bomber became their dominant aircraft, which they flew through the toughest days, and costliest period of World War Two.

Even finding a new headquarters for the Canadians proved to be a British political struggle, as Lord Mowbray put up many obstructions for the RCAF taking over his enormous castle estate of two thousand acres. The main building [Allerton Castle] was located four miles east of Knaresborough, at Allerton Mauleverer, some ten miles east of Harrogate, England.



Post Card image of Allerton Park.

In the early months of 1943, No. 6 [RCAF] Group regularly recorded the highest casualties in RAF Bomber Command, and the worst early return to base rates of all squadrons. It took time and combat experience for the RCAF to mature and form a true team spirit from a new 'independent Canada.' All members of No. 6 [RCAF] Group knew they were the first non-British formation of this size to ever become part of R.A.F. Bomber Command, but they needed a symbol to pull them together as one. I believe this impressive winged 6 with bomb symbol, became their new RCAF identity.

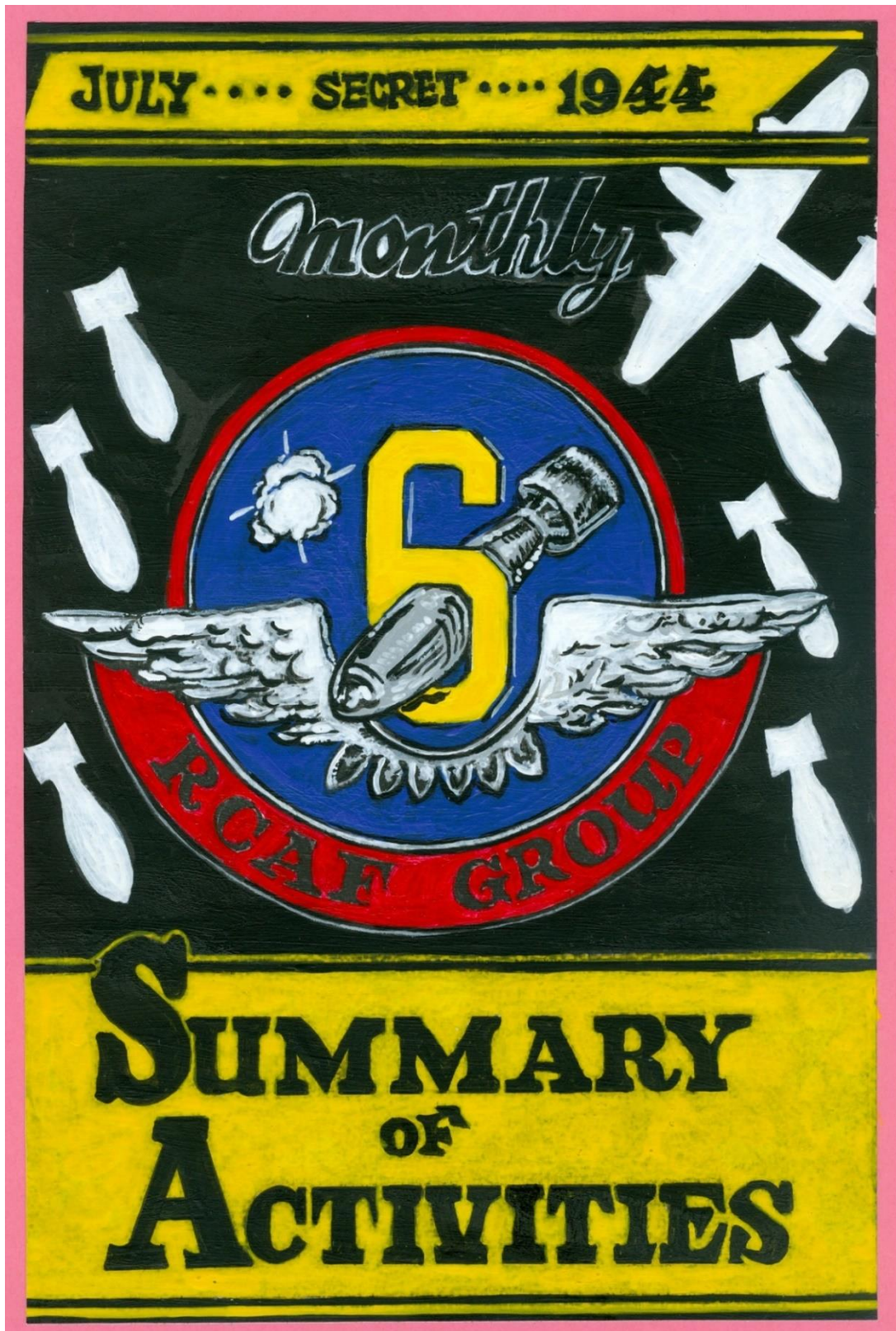


In March 1944, Sgt. Duchak created his first black and white cover for the Summary of Activities and this became his unofficial insignia for No. 6 [RCAF] Group, appearing in a number of different designs. It appears to me, this 1944 cover art was a very fast sketch done by the artist, possibly just an idea forming in his head. He improved on his original design in the May and July cover issues and this slowly became the 'unofficial' insignia for No. 6 [RCAF] Group, H.Q. in England.

At the same time, he created a yellow six with grey bomb inside, imposed over a red Maple Leaf, which began to appear in cover art as well as his full page cartoons. I believe this impressive symbol became the missing link the RCAF in England needed, to show they were an independent Canadian bomber force. This also became the trademark for the artist, appearing below most of his drawings, and cartoons, created in a room at Castle Dismal, Allerton Hall, from June 1944 to May 1945.



This black and white image appeared on hundreds of drawings, all classified as "Secret."



By July 1944, the Summary of Activities cover became very detailed artwork, which I believe Duchak took pride in creating.



In the same month, [July 1944] this impressive symbol [A Red Maple Leaf superimposed over a White Rose of York] had slowly become the “unofficial” insignia for all members of No. 6 [RCAF] Group, manufactured by Crest Craft in Saskatoon, Canada, and worn in England with pride as a cloth badge [left] and also as a British made ‘sweetheart’ pin.

6 R.C.A.F. Group EDUCATION



APPENDIX No. ³⁶ 36 to
I.C.A.T. FORM 540
H.Q. No. 6 (R.C.A.F.) GROUP
DATE Jan 45

A new design appeared on the RCAF Education cover page in January 1945.



His final "Victory Number" cover design in April 1945. No. 6 [RCAF] Group was transferred from England to RCAF Eastern Air Command, Halifax, Nova Scotia, on 14 July 1945, and began to organize and train for RAF "Tiger Force." The atomic bombing of Hiroshima [6 August 45] and Nagasaki [9 August 45] resulted in the Japanese acceptance of the Allied terms of surrender, officially signed 2 September 45. No. 6 [RCAF] Group was disbanded on 1 September 1945, and now became Canadian aviation history.



405 Squadron

R.C.A.F.
PATHFINDERS



- 31 -

When it was decided that a Canadian Squadron should form part of the Path Finder Force, the honour fell to the lot of No. 405 Squadron. It is because of this that we feel that our roots are still in the old Group and we greatly appreciate the opportunity of contributing to this monthly summary of topical news and information.

Following the loss of W/Cdr. C.W. Palmer, D.F.C., who was reported missing from operations against Cap Gris Nez on the morning of September 26th, W/Cdr. H.A. Morrison, D.S.O., D.F.C. has assumed command of the Squadron.

Some of the Month's Targets

Featuring among other targets attacked during the past month were Le Havre, Breden, Wanne Sichel, Frankfurt, Nordstern, Cap Gris Nez and Bottrop, totalling in all 136 sorties for the loss of four aircraft, or three percent of all sorties flown.

'Ops' Hours

Day operational flying hours exceeded those of night operations by 203:10 hrs. Individual totals were - Day Operational 313:20 hrs. Night operational 110:00 hrs.

Note: By way of interest, the total night operational hours flown accrued solely from our single night operation against Frankfurt.

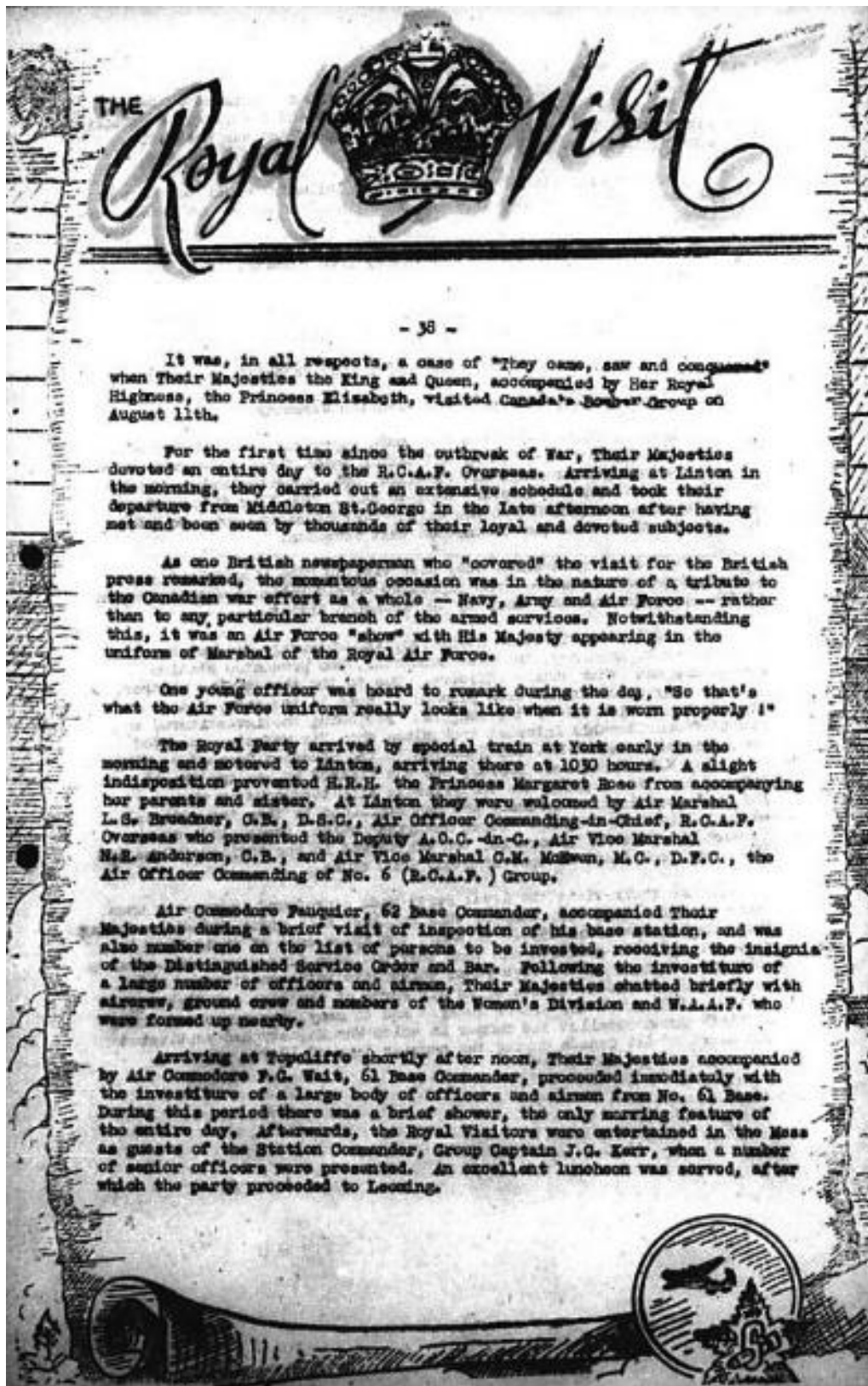
Non-Ops Hours

Total Non-Operational flying times for the month were Day 394:25, Night 135:00.

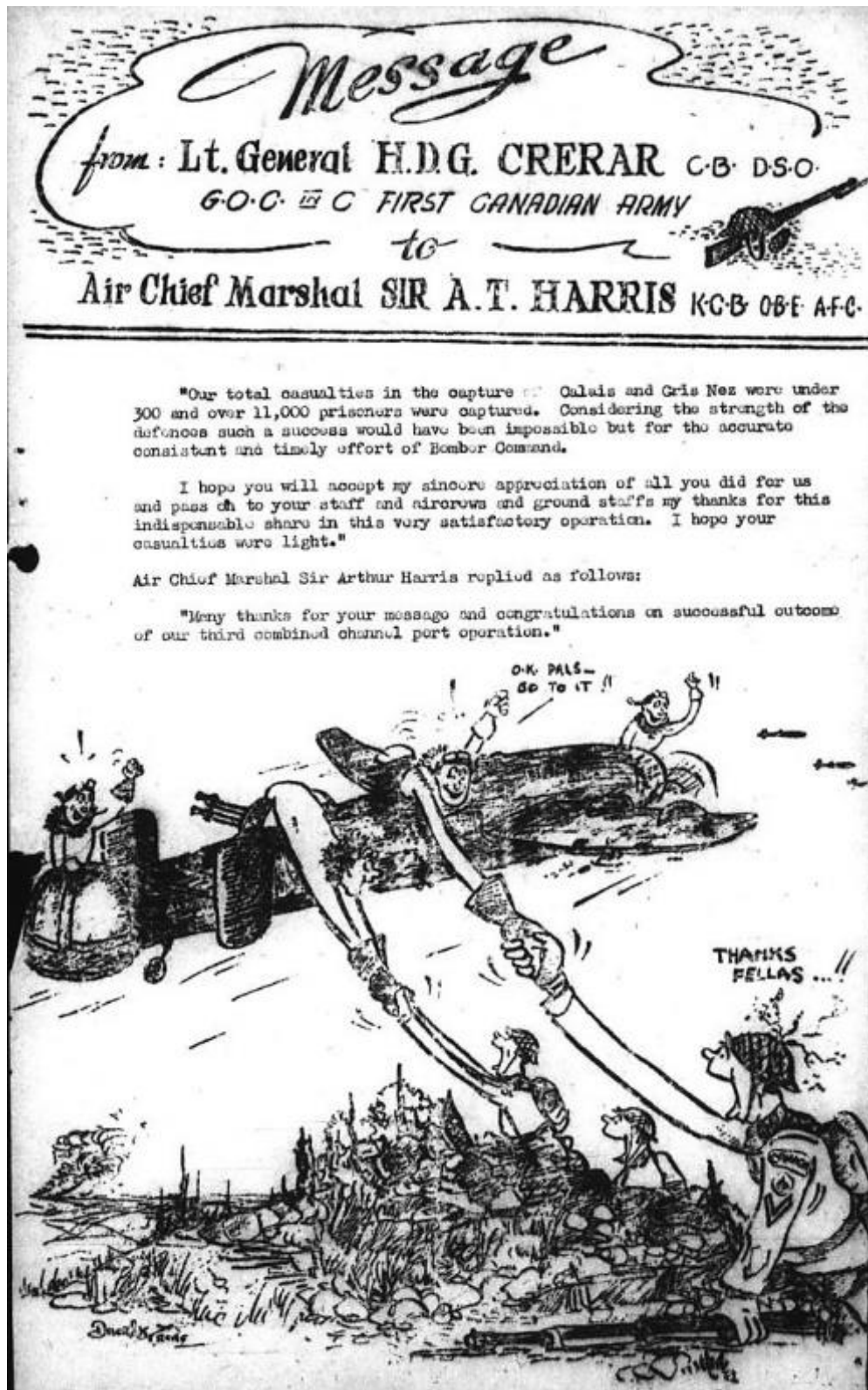
Though in no way comparable with August's grand total of 1,302 Operational and Non-Operational flying hours, we feel September's bag of 819:20 cannot be belittled in view of our almost non-existent night sorties.



On 19 April 1943, No. 405 Squadron became part of No. 8 Pathfinder Group at Gransden Hodge, Beds., and they were honoured by Sgt. Duchak in June 1944, issue of Summary of Activities.



Sgt. Duchak created full page drawings for special events and cartoon poster art. The Royal visit in August 1944, with his trademark 6 Group bomb, Maple Leaf design.



Sgt. Duchak could turn a special message into an art poster.



Full page cartoon art with a warning.



FLT. ENGINEER

-21-

Log Sheets

There has been a big improvement in log keeping recently, but there is still room for great improvement in that respect. The majority of Flight Engineers do not attach enough importance to log sheets, some Engineers regard them as more or less a "bind", or "something that they have been told they must fill in", but to O.R.S. the log sheet presents a valuable record of aircraft performance. Quite often data extracted from them are instrumental in modifications being carried out on the aircraft.

An accurate and complete log is something to be proud of and is a credit to the Flight Engineer concerned. Some "casual" log fillers seem to forget that their names are on the top right hand corner of the sheet.

Returns

Much valuable information has been gained from the Petrol Consumption Returns which the Squadrons are sending to this Headquarters, and they will be more valuable still, if Flight Engineer Leaders will ensure that these returns reach this Headquarters as soon as possible after an operation.

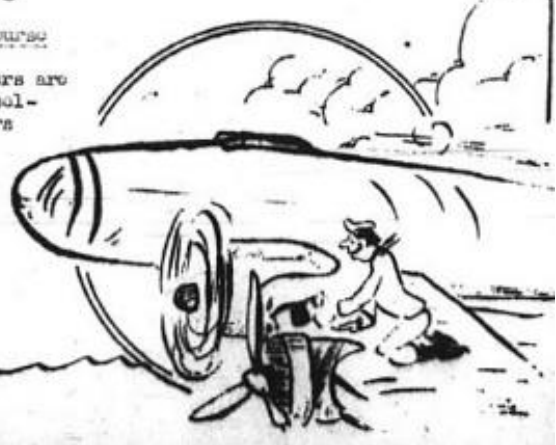
The return which deals with "Repairs in Flight" carried out by Flight Engineers, is of great value to all Pilots and Flight Engineers now that a summary is distributed to all squadrons and Heavy Conversion Units, giving an account of all "Repairs in Flight" carried out in the various Groups. Flight Engineer Leaders are reminded that detailed reports are required, when submitting the above-mentioned return on 28th of every month.

New Flight Engineers Log Sheet

426 Squadron, the squadron that was picked out of the hat to try the new log sheet, have exhausted their supply, and in accordance with instructions from Bomber Command, have submitted their comments and suggestions. To put it in a nutshell, they speak very highly of the log and it is to be hoped that it will be in use generally in the near future, complete with the Navigators Log Folder which will be issued with the log.

Flight Engineer Leaders Course

Flight Engineer Leaders are to ensure that engineers selected to attend the Leaders Course have a thorough knowledge of Flight Engineer and Pilots Notes General before proceeding to No. 4 S of T.T., St. Athan.



August 1944 issue, which contained 18 pages of cartoon art just like this one.



Sea Mining



- 6 -

At times, during the last five years, it has been extremely difficult to realize just how important a part sea-mining has been playing in the wearing down of the Nazi war-machine. Now, however, that the machine is gradually running down, it has become obvious that sea-mining has caused an ever-increasing amount of embarrassment to the enemy, as a result of the continuous stoppages caused by regular minelaying operations, to the flow of men and material to the fronts and of raw material to Germany. This "choking" of the enemy's "warfuel" supply has been the most important result of the sea-mining operations, but the following results have been achieved in addition:

- (a) Many hundreds of ships carrying valuable cargoes have been sunk or damaged.
- (b) The U-boat campaign has been very severely hampered.
- (c) 40% of the German Navy is now employed in a vain attempt to keep their channels clear of mines.
- (d) Countless ships that could be of the utmost use to their Merchant Navy have been commandeered for mine-sweeping purposes.
- (e) Neutral countries have become most chary of chartering their ships to German ports.
- (f) The exercise areas that are available for working-up submarines and other naval units have been greatly restricted.



Special art created for "Sea Mining" August 1944.



TACTICS

-9-

In view of the increasing number and depth of our daylight penetrations it is as well to examine one or two points that have become apparent in the past month.

On one daylight attack on the Ruhr, an aircraft well off the edge of the stream was engaged by flak; at this same moment, aircraft as much as two miles away from the engagement were seen to do diving turns away from it! Our greatest safety in daylight lies in concentration, and nothing will destroy that concentration more than useless combat action.

Enroute to a target in daylight this past month it was quite obvious that a lot of aircraft were continually altering course to ensure their always being in the centre of the stream, probably with the idea that it was "safer" there. If you are in the bomber stream under normal concentration conditions your actual position in it, whether centre, top, side or bottom, makes no difference whatsoever. Therefore avoid unnecessary jockeying about in the stream.

Crews should always bear in mind the fact that in daylight the "stale bursts" of flak will hang in the sky for a long time (as much as 10 minutes on a calm day), and as a result, they are apt to make two mistakes: firstly, to think there is much more opposition than there really is, and secondly, to presume there is a barrage when actually small predicted "seen" engagements are being undertaken. Have a good look and don't be fooled.

Another evil of useless combat action is, of course, its adverse affect on bombing accuracy. You cannot bomb accurately doing a corkscrew or anything approaching it, -- straight and level is the way.

All our aircraft are now operationally equipped with the Type "Z" installation and our next night raid will probably see it used. The absolute necessity of having this equipment switched on when detailed cannot be over-stressed, as rather unpleasant results in the form of a large issue of machine-gun fire will probably be forthcoming if it is not on.

In future, all lectures by the Tactics Officer to Conversion Unit crews will be given at the Aircrew School, Dalton. This will go a long way to ensuring complete coverage of all aircrew before they arrive on the Squadrons.





BOMBING

Accuracy



Since the beginning of the war, the majority of Bomber Command's targets have been large industrial areas covering several square miles, where precision bombing was not essential to fulfil the task of obliterating these areas. These conditions prevailed until preparations for the invasion of the continent began with attacks on enemy marshalling yards, aerodromes and coastal defences. These were comparatively small targets, but they were soon to be followed by attacks on the flying bomb sites where a "miss was as good as a mile". For the greater part these targets were lightly defended and attacked in daylight, thus offering opportunities for excellent bombing runs and accurate bombing. Finally, with the invasion, support was given to our armies by attacks on strongly held enemy positions where accuracy was essential if the safety of our troops was to be ensured.

We have had, therefore, four months of precision targets during which time there has been ample opportunity to improve the bombing technique of our crews. Unfortunately this has been a disappointingly long and slow process with the result that our bombing accuracy is now little better than it was four months ago.

That so much of our efforts, and not only our efforts but those of the thousands of people concerned who have done their part to bring these bombs to bear on the enemy, should be wasted for the want of a little care on the part of the Captain, Navigator and Bomb Aimer, is a most disturbing thought. The case is not hopeless - far from it, but a concentrated effort by the bombing team is essential if this wanton wastage and useless risk of crew lives is to cease. Squadron Commanders must take a personal interest in the analysis of each crew's bombing errors, bringing to light the results of these analyses at regular intervals in lectures on the art of accurate bombing. Now crews in particular, must be impressed with the urgent need for this accuracy as soon as they arrive on the Squadron.

Failure to identify the aiming point and inaccurate bombing after the aiming point has been identified, present the two main forms of bombing error. Failure to identify the aiming point is largely a matter of bad navigation and poor map reading. Territory presenting topographical difficulties such as North Western Europe requires the highest standard of D.R. navigation, which is only brought about by conscientious and methodical applications of time checks and homing procedure as laid down at briefings.





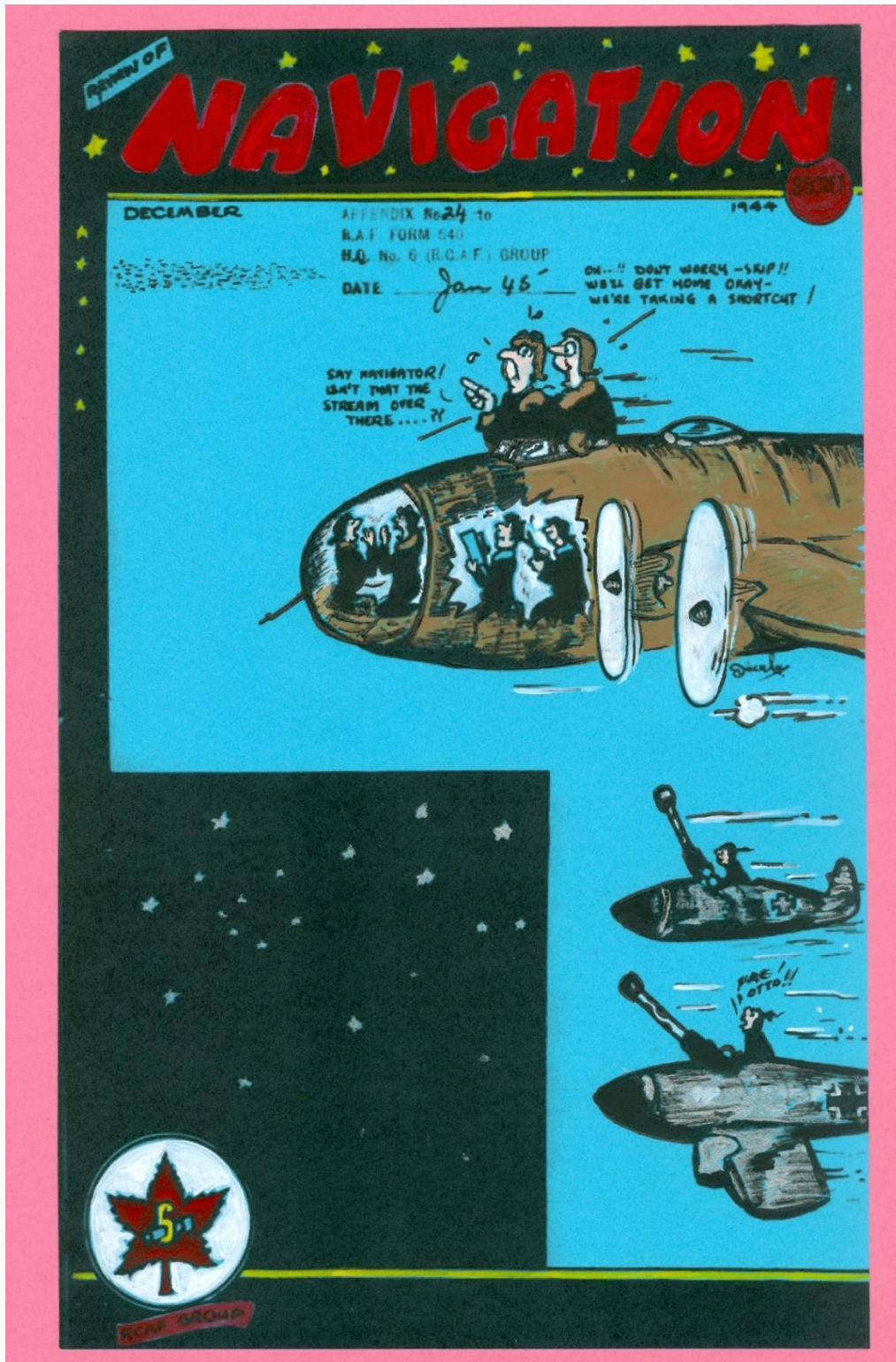
This American 8th Air Force [B-17 tail] and 6 RCAF Group [Halifax] nose art cartoon appeared full page in August 1944. Note – Canadian Beaver as nose art.



“Fishpond” was the codename given to a British H2S airborne tail warning radar, which was supposed to detect enemy aircraft and German night fighters from belly attacks on bomber aircraft. It’s radar signal was unknowingly attracting German night fighters to the very Allied bombers, it was designed to protect. The cat and mouse game was captured in this cartoon.



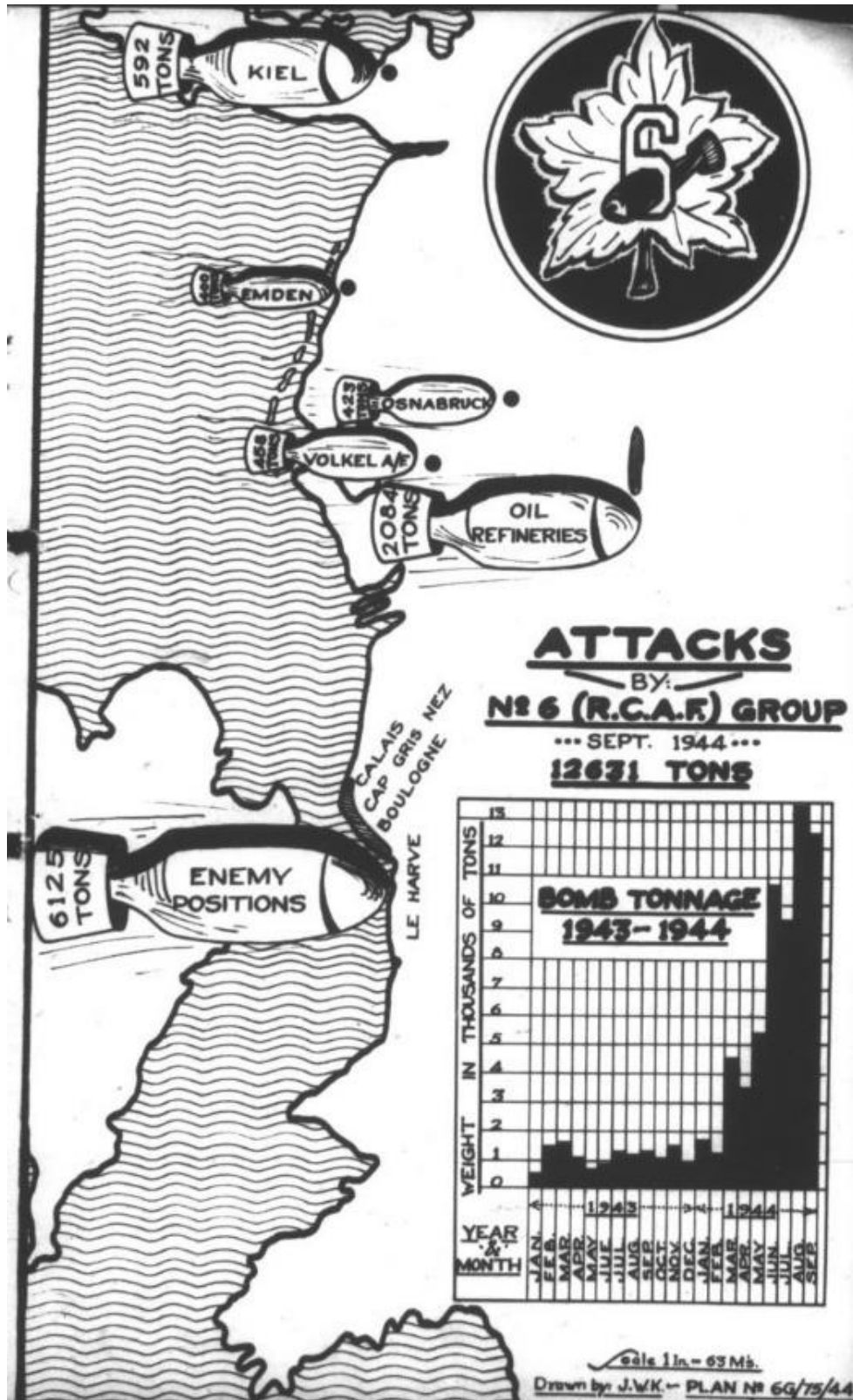
RCAF ground crew humor directed at their Officers.



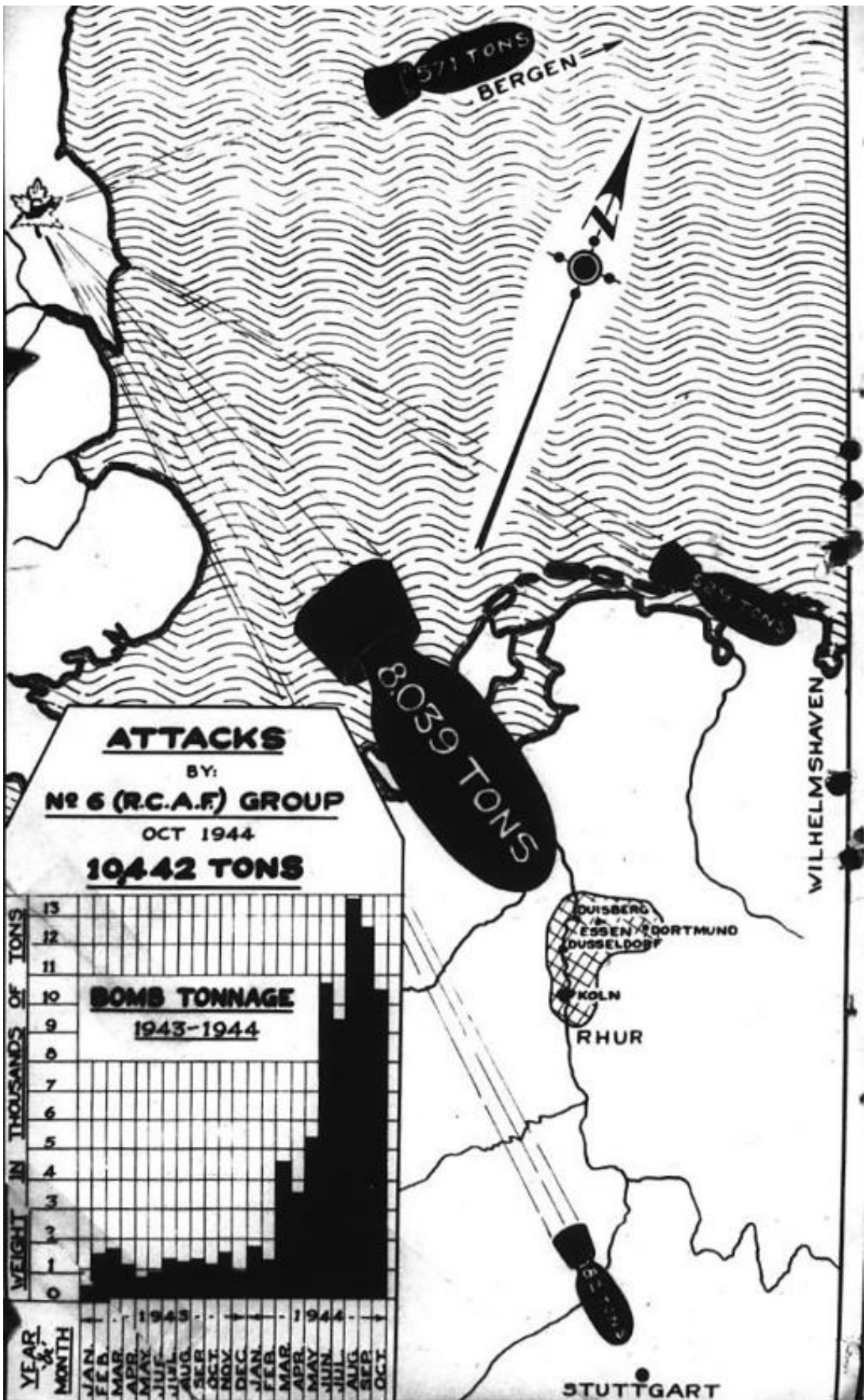
Sgt. Duchak began to use his yellow six, grey bomb, over a red Maple Leaf as his trademark. He also created a cartoon featuring German pilot Otto and his son Otto Jr. Note - the RCAF aircrew giving a hair cut – “Short Cut.”



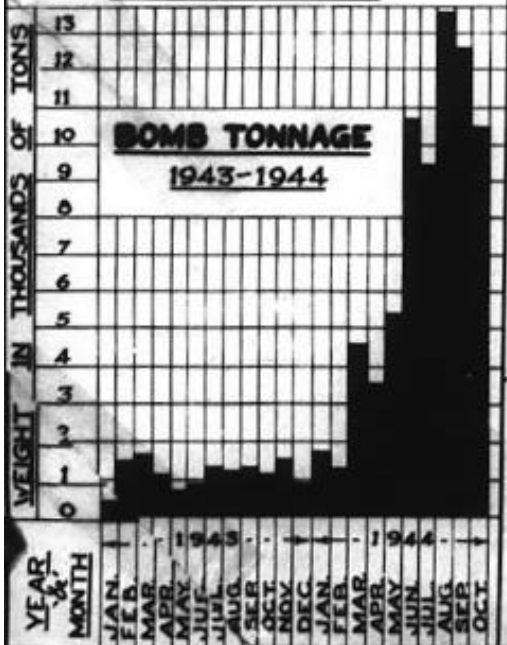
A caution for RCAF bomber aircrew to watch for the new German jets.

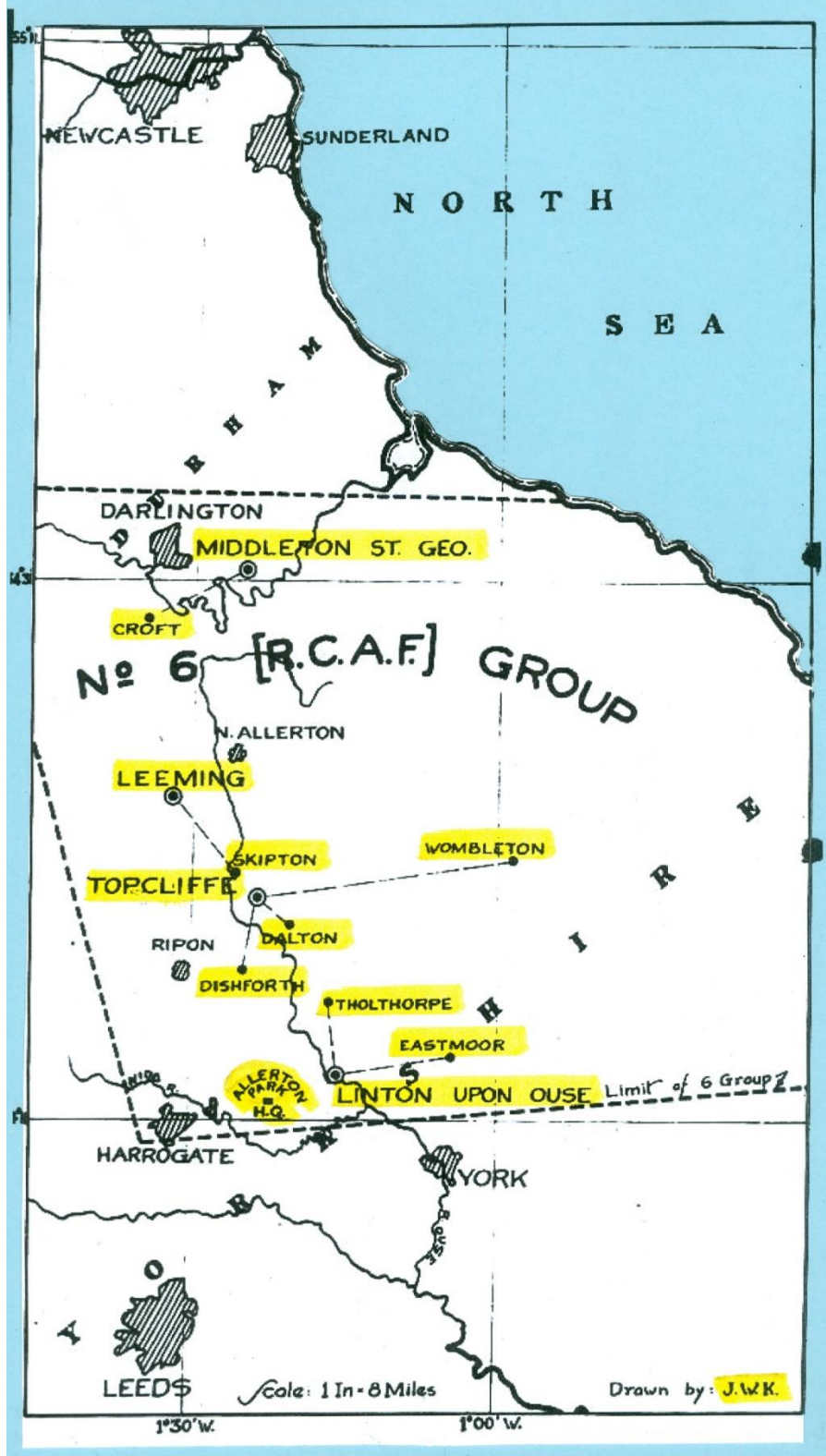


The creation of bomb charts became a monthly report in the Summary of Activities. These were drawn by the three draftsman who worked under Sgt. Duchak, and were all classified "Secret."

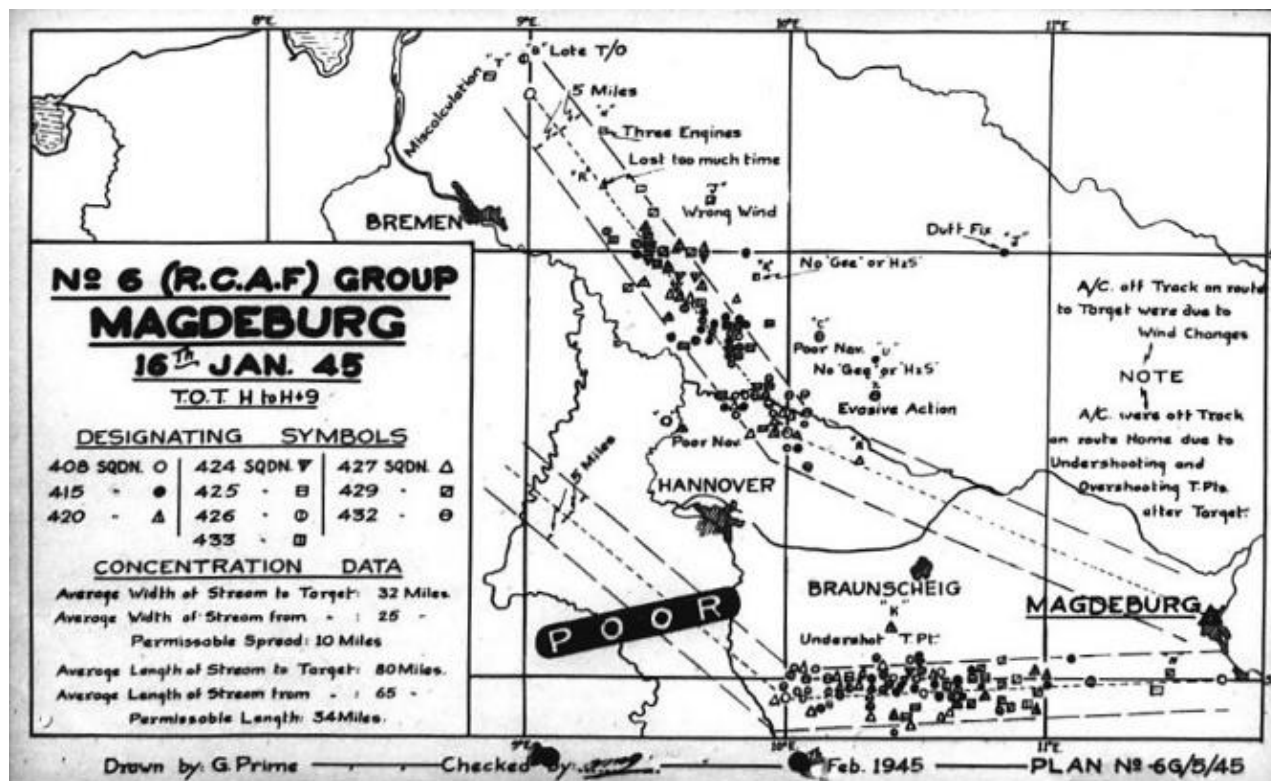
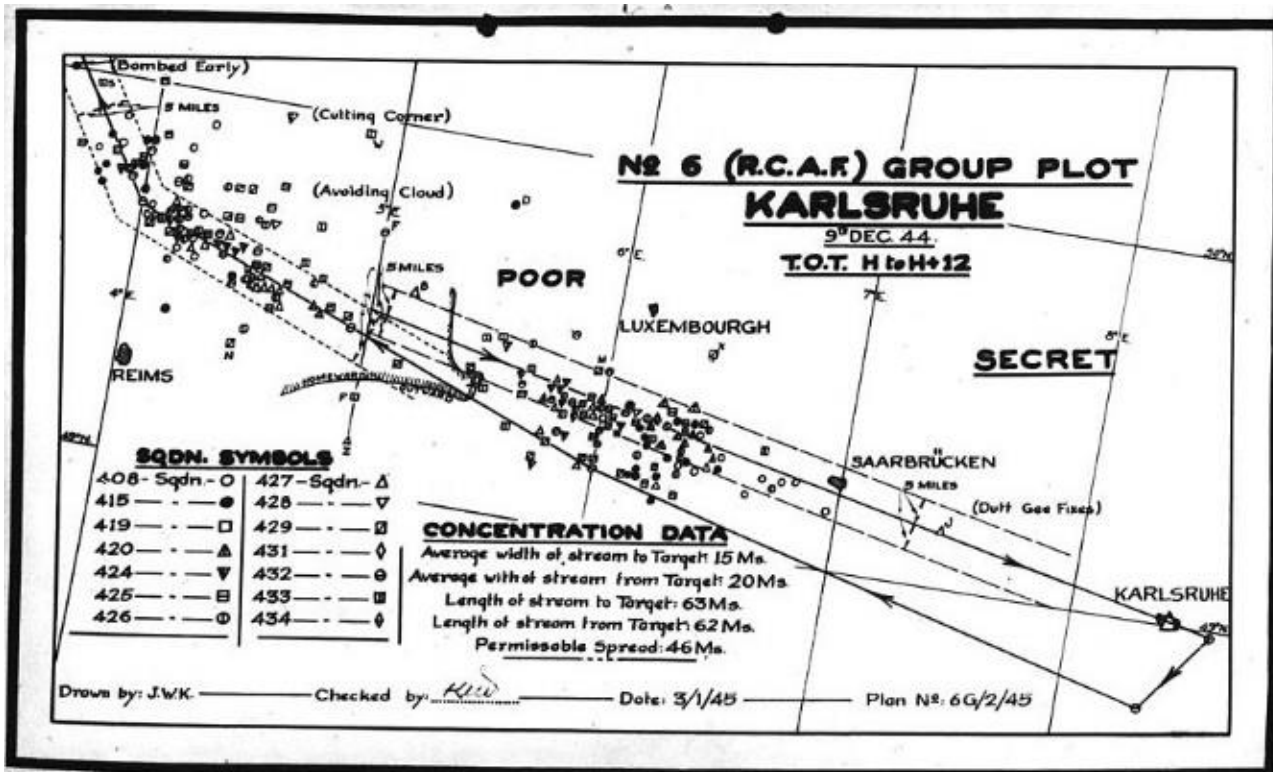


ATTACKS
 BY:
№ 6 (R.C.A.F.) GROUP
 OCT 1944
10,442 TONS





No. 6 [RCAF] Group map by draftsmen J. W. Kressler who worked under Sgt. Duchak and created many maps and charts, which appeared in Monthly Summary of Activities.



From the four maps I have selected, three are rated "Poor" and I'm sure the crews heard from their Commanding Officers. Some RCAF bomber aircraft were five to ten miles from the main bomber stream. These bomber stream maps provided vital data for the planners at Allerton Hall.

"BLACK MIKE'S" BOYS

"The exact composition of the Canadian Bomber Group is a military secret. It is manned 99% by Canadians (including ground and administrative crews). Its squadrons, operating from four bases in Northern Britain, have characteristic names, Alouette, Percupine, Goose, Moose, Thunderbird and Bison.

MEN OF ALL THE SQUADRONS CONSIDER THEMSELVES THE CREAM OF THE R.C.A.F., SCORN CASUAL ATTIRE, KEEP THE WIRE IN THEIR CAPS, ALWAYS LOOK AS IF THEY WERE READY FOR DRESS PARADE."

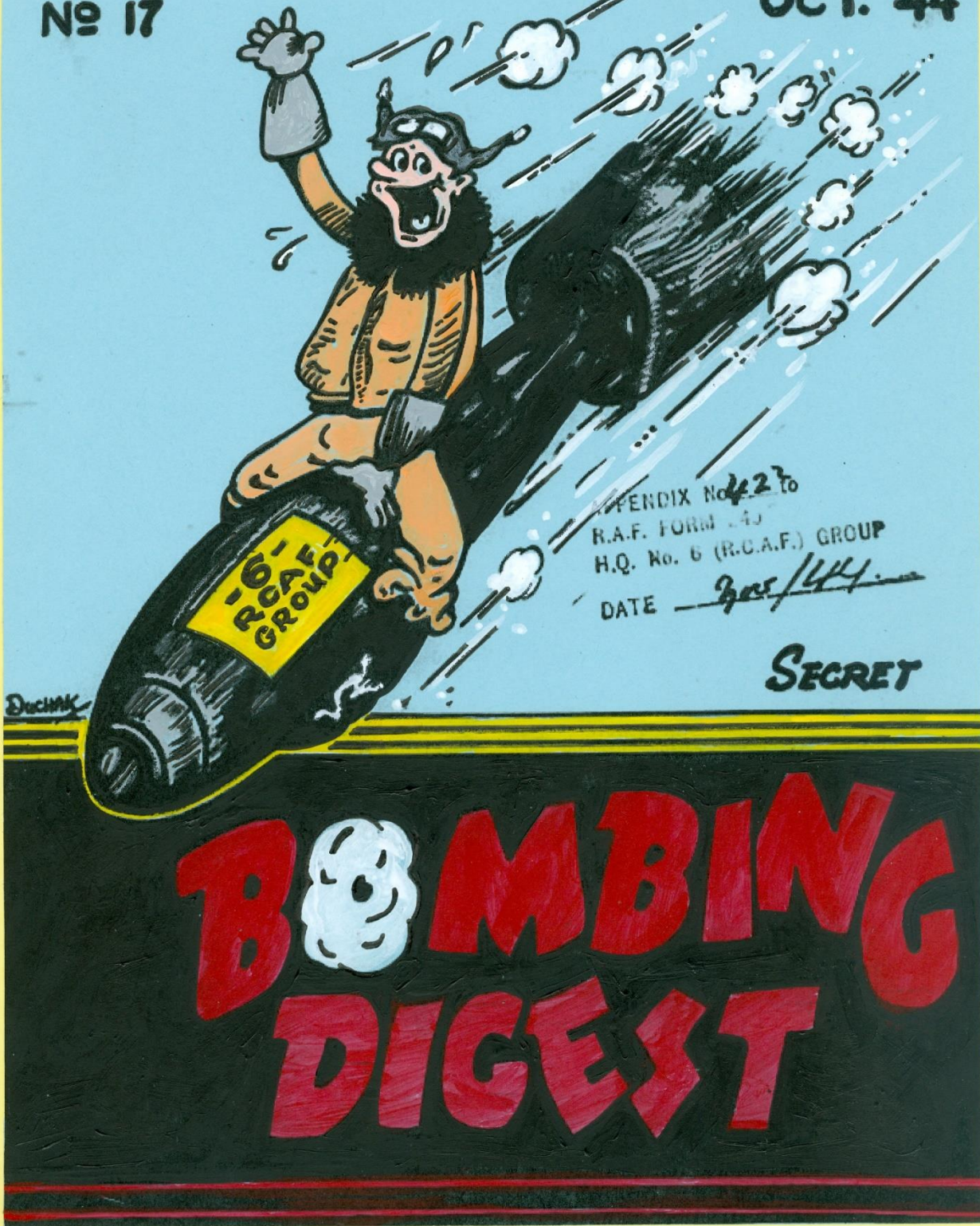
"Black Mike's" BOYS



The first A.O.C. of No. 6 [RCAF] Group, Air Vice-Marshal George Brookes gave no priority to obtaining decorations for the Canadians under his bomber command. That all changed on 29 February 1944, when Air Vice-Marshal Clifford Mackay McEwen, known as "Black Mike", took over command. He ordered RCAF base commanders to increase the number of award submissions, and this had a desired effect on morale and performance. This is reflected in the Duchak cartoon – "Black Mike's" Boys.

No 17

OCT. 44



The No. 17 cover art for "Bombing Digest" in October 1944.



Hitler and his V-1 rocket. A depressed vulture “Luftwaffe” would appear in a number of cartoons.

MONTHLY SUMMARY
OF

ENCOUNTER

APPENDIX No. 421 to
R.A.F. FORM 540
Q. No. 6 (R.C.A.F.) GROUP

DATE *Nov/44*

SECRET



Oct. 1944



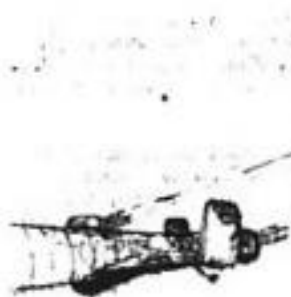
The cover art for December 1944 "Gunnery Encounters" would appear inside the same edition, under Squadron training.

Training

-38-

Squadron Training

Weather conditions this month were generally more adverse than those experienced during November. Despite this, however, the substantial number of training hours completed was comparatively the same, thus indicating considerable enthusiasm on the part of the Squadrons for air training. Unfortunately, however, with the exception of Radar training, air details completed indicated a drastic reduction as compared with last month's excellent effort. This is attributed to the intensive effort made to improve the standard of blind bombing as requested in this Headquarters' letter GG/S.275/Trg. dated 26th November, 1944.



Reviewing the monthly air training effort generally, it becomes apparent that despite the enthusiasm displayed by the Squadrons for air training, a considerable increase in details completed would be possible if more thought was given to the compilation and planning of training programmes. In order to assist Squadrons in this matter, a simple pro-forma has been circulated to them indicating a method of compiling both air and ground training details. It is imperative that Section Leaders should take an active interest in the compilation of all training programmes, in order to ensure that crew members who are below average are brought up to standard without delay. Furthermore, when organising ground training programmes, Squadrons are reminded that the Flak and Tactics Officers of this Headquarters should be called upon at least once every two months to give lectures to all Squadron aircrew members in order to keep them up-to-date with information on these two important topics.

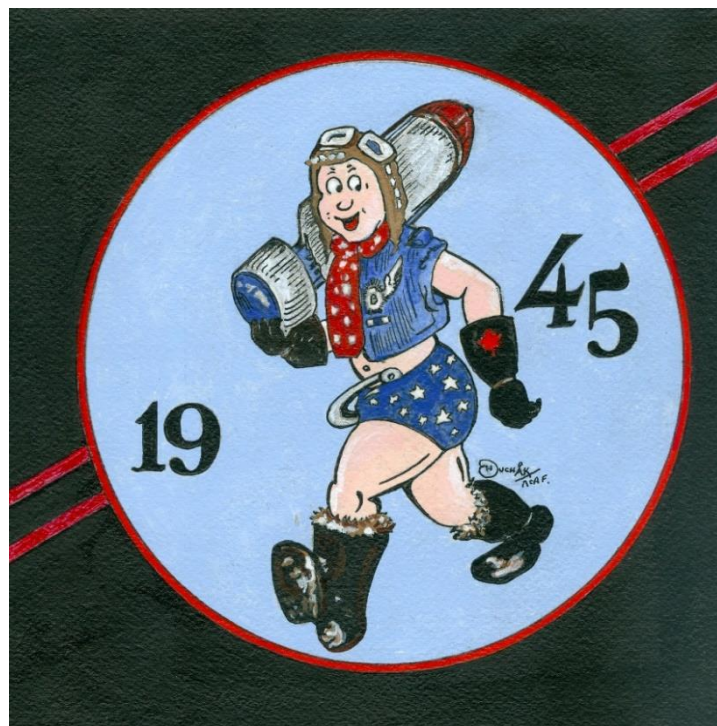
The Group suffered thirteen accidents during the month resulting in an accident rate of 8.0 per 10,000 hours. This is a slight increase over last month's figure, but is sufficiently low to call for commendation to all concerned. With the conversion of Squadrons from Halifax to Lancaster aircraft, it is of the utmost importance that all aircrew are made as accident conscious as possible, and Squadron Commanders are urged to hold conferences of Squadron pilot personnel with a view to studying the causes and methods of avoiding the accidents which occurred during the month as listed in this Summary.

SIGNALS TRAINING

Signals Leaders' Courses

Congratulations to P/L McClure (408 Sqdn), P/L Skinner (420 Sqdn), P/L Lewis (424 Sqdn) and P/L Chiles (419 Sqdn). These four Signals Leaders all received "B" categories on recent courses at St. Athons. Good show, chaps!





The new bomber 'baby' for January 1945.



MONTHLY
Summary
 OF ACTIVITIES

121.

SECRET

Feb. 1945



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RCAF
 GROUP

DSP-L-3

MONTHLY SUMMARY
OF

SECRET

172

Gunnery ENCOUNTERS

APPENDIX No. 172
R.A.F. FORM L40
N.O. No. 6 (R.C.A.F.) GROUP
DATE April/45

APRIL 1945



APPENDIX No. 148 to
 R.A.F. FORM 440
 H.Q. No. 6 (R.C.A.F.) GROUP

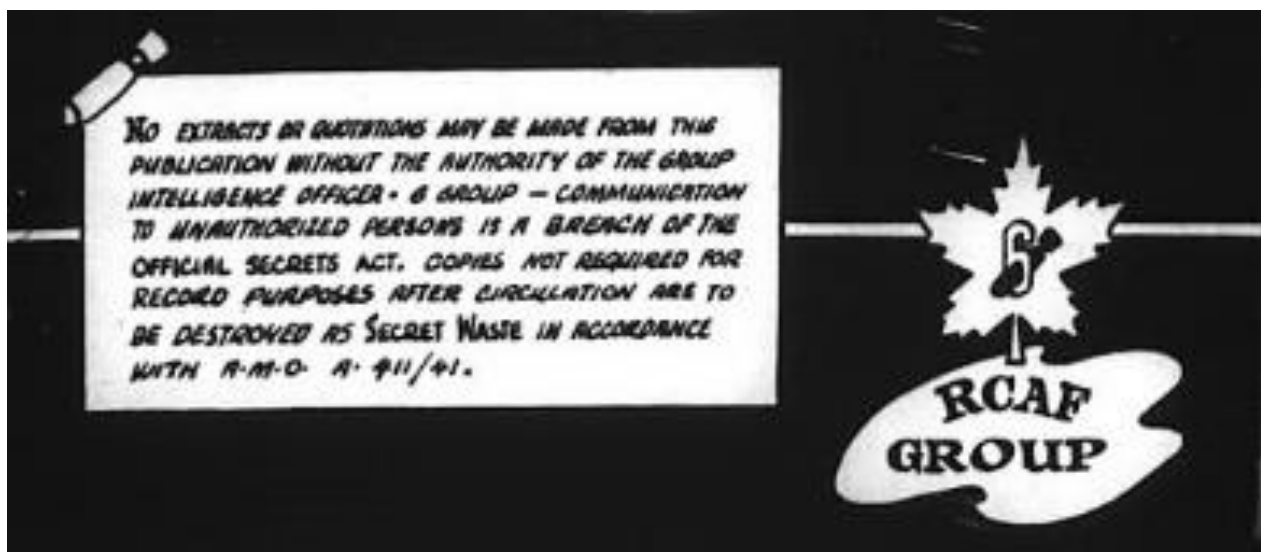
From:- Headquarters, No. 6 (R.C.A.F.) Group.

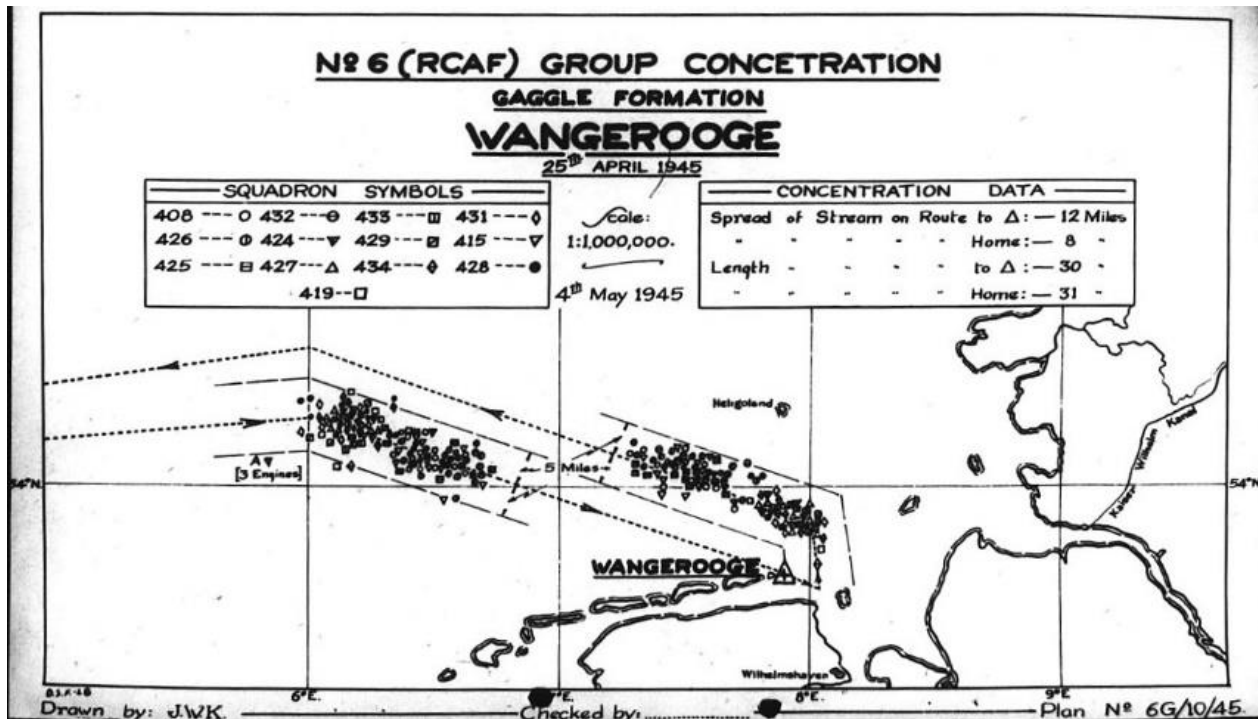
DATE April/45

To: Headquarters, BOMBER COMMAND. (Int. III) 2 Copies.
 Headquarters, Nos. 1, 3, 4, 5, 7, 8 (P.F.F.) & 100 Groups ... 1 Copy. (7)
 Headquarters, No. 91 Group..... 11 Copies.
 Headquarters, No. 92 Group..... 10 Copies.
 Air Ministry (D.A.T.) 2 Copies.
 A.F.D.U. 1 Copy.
 E.D.U. Newmarket..... 1 Copy.
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 R.C.A.F. Squadrons:- 408, 415, 419, 420, 424, 425, 426, 427, 428, 429,
 431, 432, 433, 434. (Attention Gunnery Leader)..... (28) 2 Copies.
 R.C.A.F. Nos. 1659, 1664, 1666 H.C.U.'s. (Attention Gunnery Leader) 1 Copy.
 R.C.A.F. Stations— Linton, Tholthorpe, Eastmoor, Beeming, Skipton,
 Middleton, Croft, Topcliffe, Dishforth, Wombledon,
 Dalton. (Attention Station Intelligence Officer)
 ("Gen" Room)..... (2) 1 Copy.
 H.Q. No. 6 (R.C.A.F.) Group Confidential Library. (Officers)..... 1 Copy.
 Group P.R.O. 1 Copy.
 Group Historical Records..... 5 Copies.

No H.Q.B.C.
 for onward
 transmission.

By March 1945, at least 102 copies of Monthly Summary of Activities were being printed, bound in booklet form and delivered to appointed units, above. These booklets contained all secret classified No. 6 RCAF Group information with a large number of Sgt. Duchak cartoons, charts, and bomber stream attacks of Germany. Beginning January 1945, special instructions were received and ordered drawn on the front cover art by Sgt. Duchak.





The last offensive operation by No. 6 [RCAF] Group was an attack on two coastal batteries on Wangerooge Island, on the eastern end of the Frisian island chain. The date was 25 April 1945, and the Canadian Group sent 192 bombers of 482 that hit the target. Six bombers would be lost due to tragic pilot error, as one bomber lost control when it hit the slipstream of another, lurched into a third, and in seconds six bombers were lost. Four of the aircraft were from No. 6 Group and all twenty-three Canadian occupants were killed. This map of the attack was drawn by draftsman J. W. Kressler on 4 May 45, the last gaggle formation completed at Allerton Hall.



The War in Europe was over and the Canadian bombers were coming home.

SECRET

HISTORICAL REVIEW

NO 6 [RCAF] HEAVY BOMBER GP.

EUROPEAN THEATRE

1943

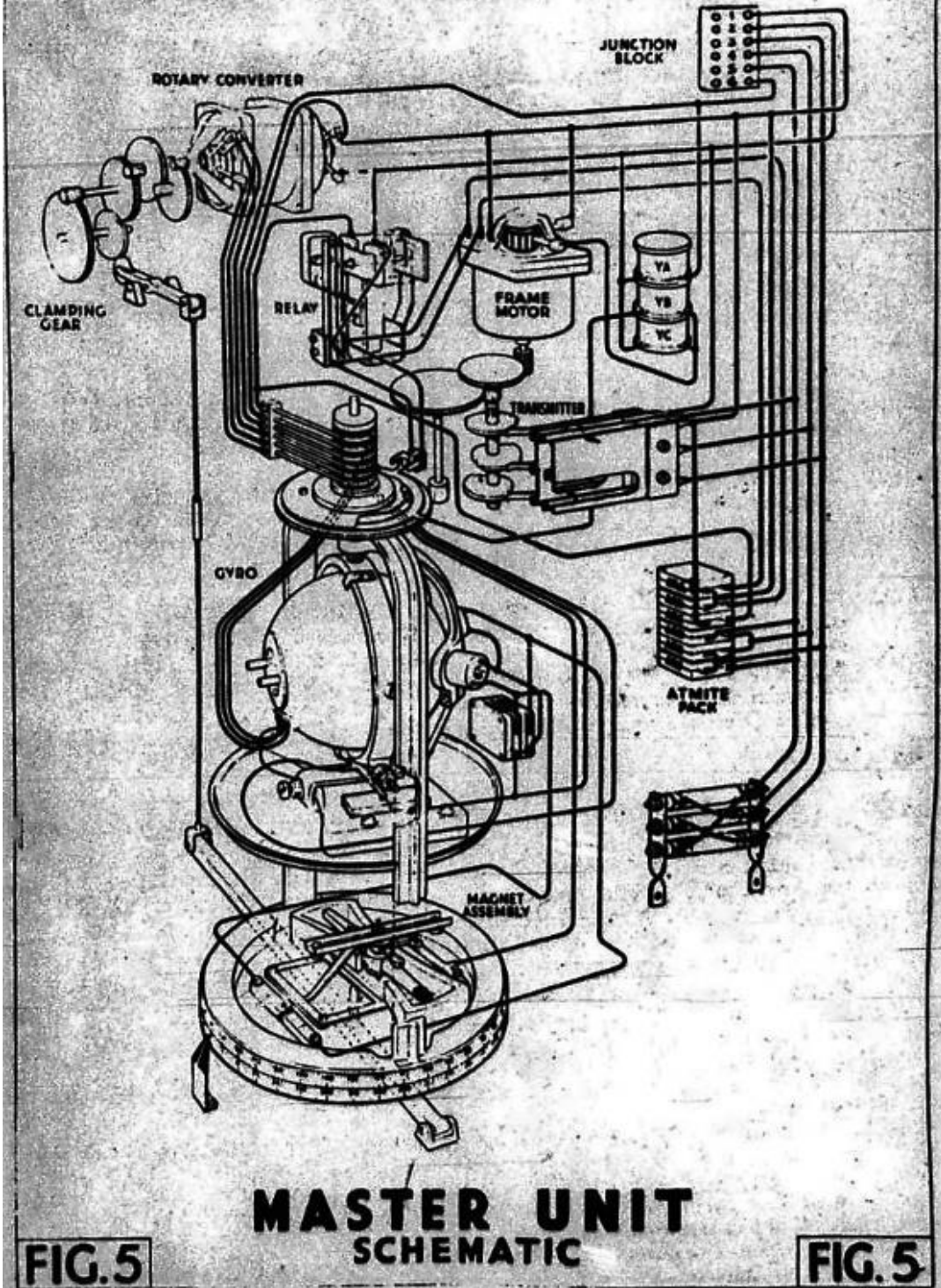
232
1945



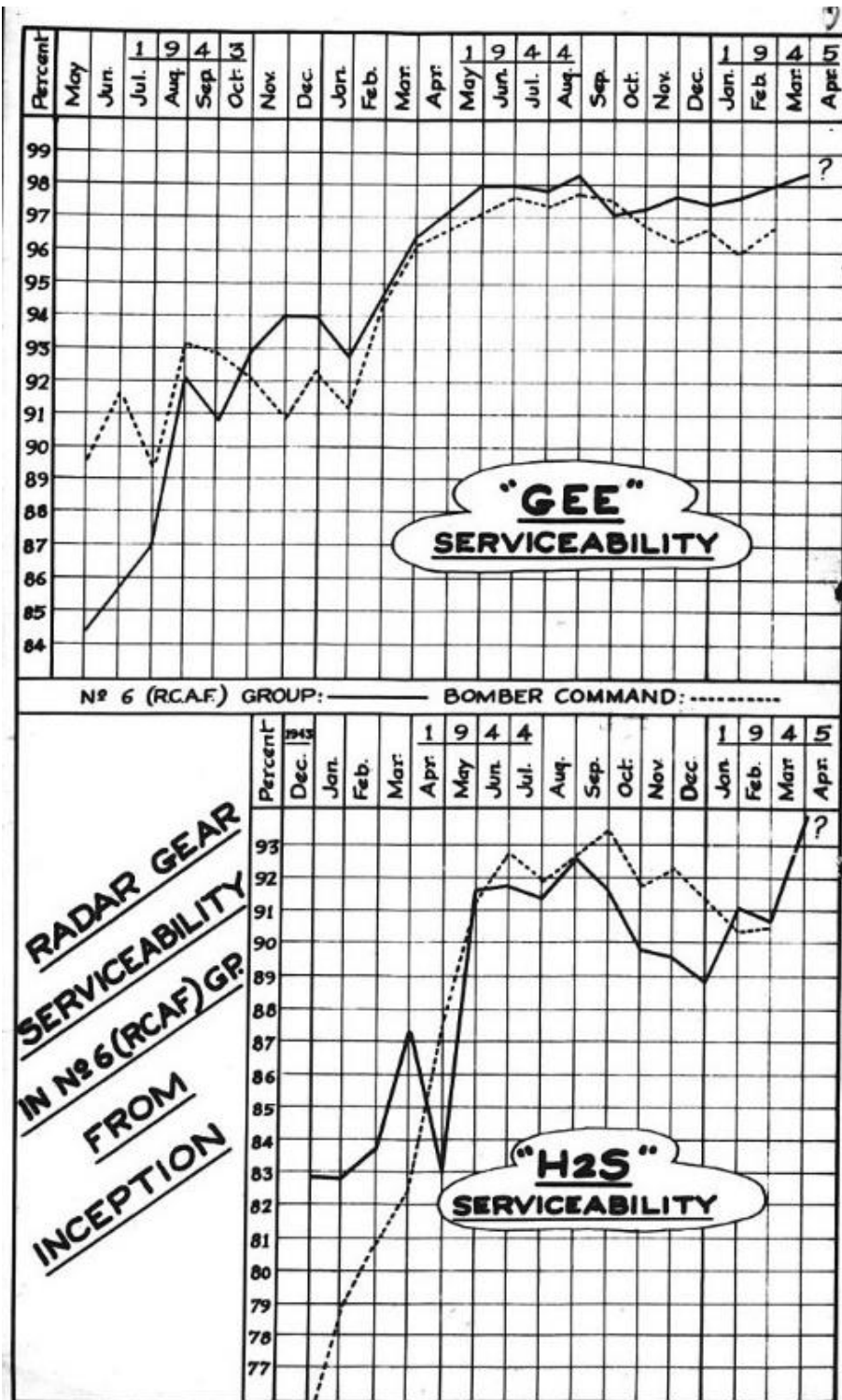
No Extracts or Quotations may be made from this Publication without the Authority of the Group Intelligence Officer [Gp]. Communication to Unauthorized Persons is a breach of the Official Secrets Act. Copies not required for Record Purposes, after Circulation, are to be Destroyed in Accordance with: A.M.O. A-411/41.

J.W.K.

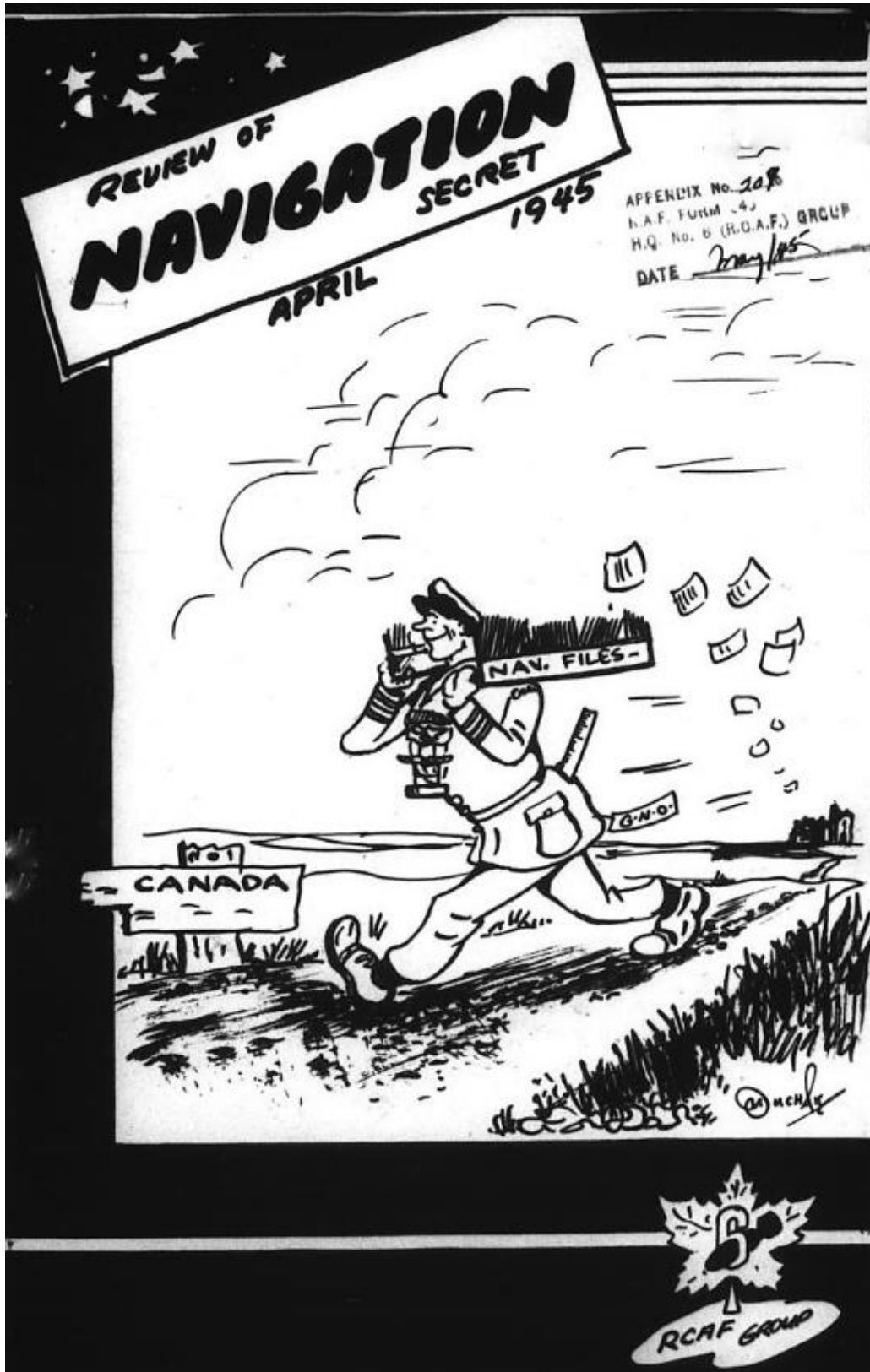
A cover by draftsman J.W. Kressler, end of April 1945.



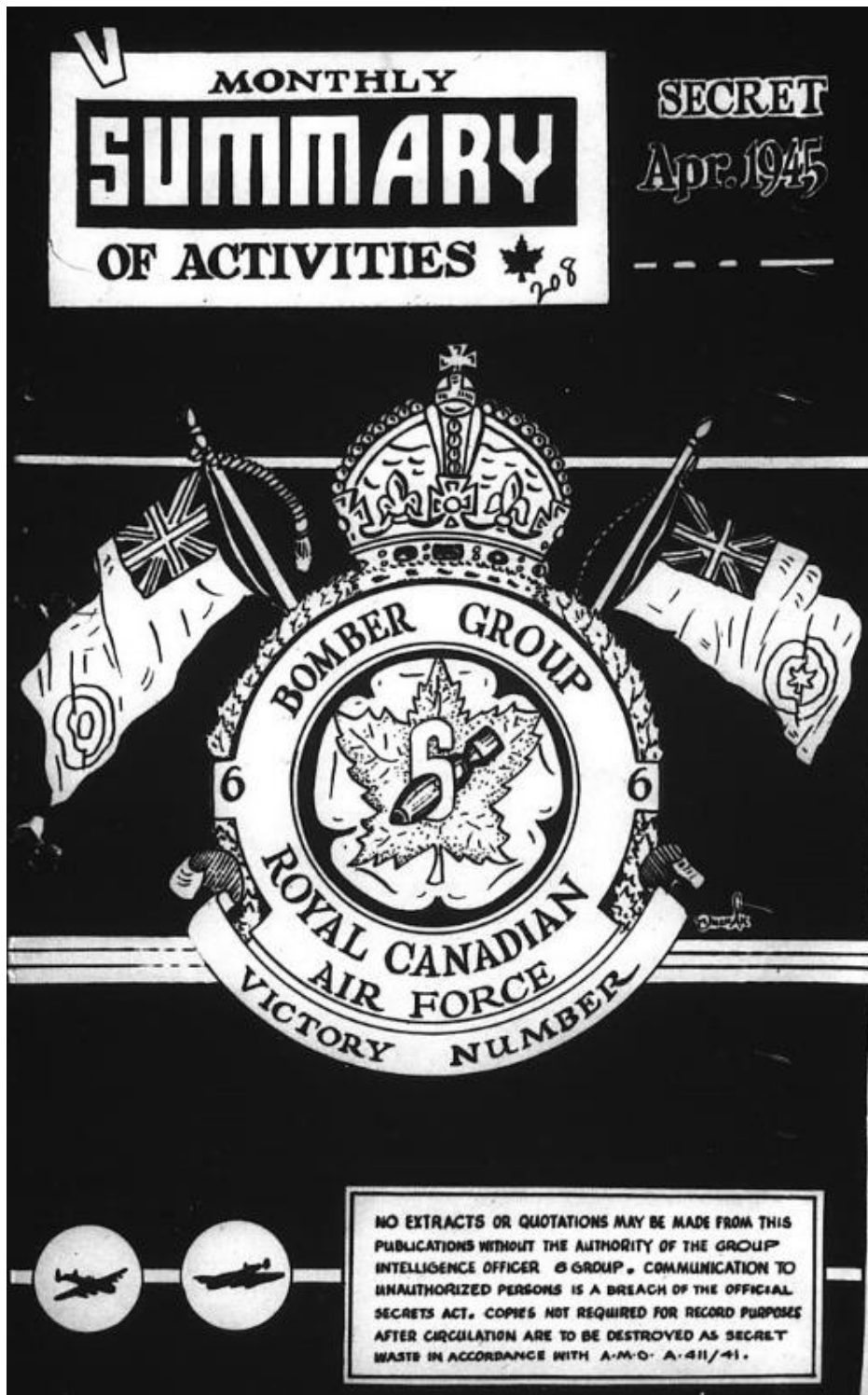
Special technical "Secret" detailed drawings were also created at Allerton Hall and published in the Summary of Activities, plus printed as poster size training aids for the RCAF squadrons involved. This was drawn by an RCAF artist named Davies, who worked under Sgt. Duchak.



Sgt. Duchak and his staff also produced hundreds of RCAF charts which appeared monthly in the Summary of Activities booklet. GEE was a British radio aid using three ground transmitting stations. H2S was an airborne ground-mapping radar aid to navigation and target identification.



It was time to return to Canada, where No. 6 [RCAF] Group would join the Americans in bombing Japan. This Canadian navigator is taking his RCAF files, and Allerton Hall is seen in the background.



This is the April 1945 [last] cover art created by Sgt. Duchak, with the RAF [left] and RCAF [right] flags flying from the “unofficial” badge of No. 6 [RCAF] Group, Yorkshire, England. This was created by Sgt. Duchak with the Canadian Maple Leaf superimposed over a white rose of York. This clever design symbolized the close association the Canadian Bomber crews had with the people of Yorkshire, from 25 October 1942 until 14 July 1945. This badge would now bomb the Japanese.

On 25 October 1946, King George VI, gave authority to the official badge of No. 6 [RCAF] Group, Headquarters, with the motto – Sollertia et ingenium, [Initiative and Skill].



It's amazing how close this official RCAF Headquarters badge is to the 'unofficial' badge created by Sgt. Duchak in 1944. This official badge was never used at Allerton Hall, [closed 14 July 45] in fact, No. 6 Group was disbanded at Halifax, Nova Scotia, Canada, on 1 September 1945. I'm not sure why this badge was even created, possibly ordered for official use by No. 6 [RCAF] Group as part of the upcoming bombing campaign against Japan in Tiger Force. Then the war ended and the badge was placed in files and forgotten, along with the art of Sgt. Duchak. Today some modern internet historians record this badge as the one used at Allerton Hall during WWII. That is wrong, and I hope this error can be corrected by my story on the man who created it in the first place.

SECRET

SECRET ORGANIZATION ORDER 1951

COPY: 16

FILE: S.85-7-5 (DOE)

FORMATION OF ADVANCE HEADQUARTERS 6 GROUP, HALIFAX, NS. DATE: 20 July, 1945.

INFORMATION

1. The successful conclusion of war in Europe and the necessity for re-disposing forces for the war in the Far East requires that a heavy bomber force be formed and trained in Canada. This formation will be made up partly of units and squadrons of 6 Group Overseas and partly of new units to be formed in Canada. The relationship of this formation with Eastern Air Command is to be as laid down in AFHQ Administrative Instruction 3 dated ~~20 July/45~~. It is intended to form Advance Headquarters 6 Group.

EXECUTION:

Primary Function

2. The primary function of Advance Headquarters 6 Group is to provide a staff to assist the ACC-in-C, MAC, in the formation and training of the VLR units which are to be trained in EAC.

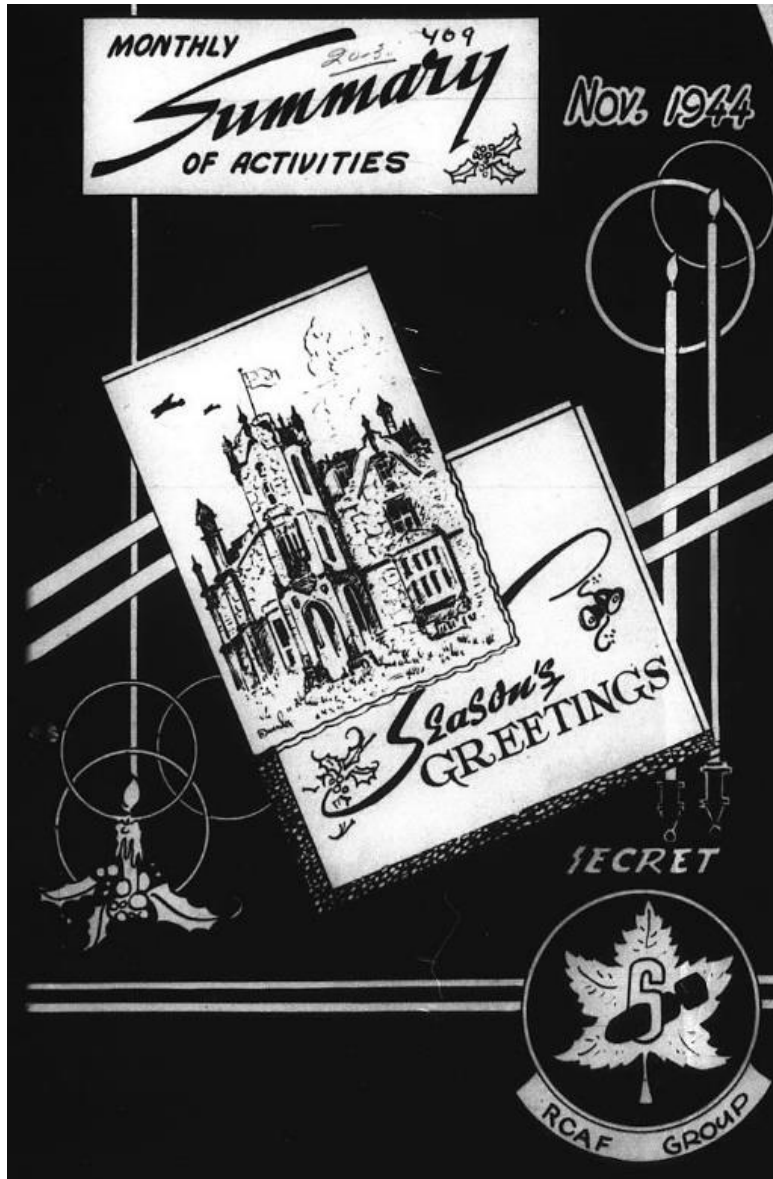
Effective Date

3. Advance Headquarters, 6 Group, is to form effective 14 July/45 and is to commence the performance of its function effective 14 July/45.

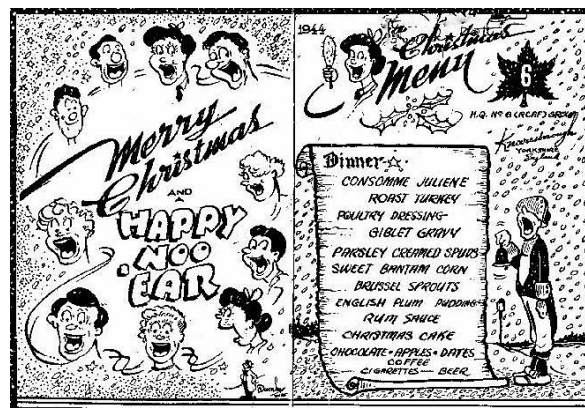
These are the secret organization orders dated 20 July 1945, which officially transferred [advance H.Q.] No. 6 [RCAF] Group from Allerton Hall, Yorkshire, to the new headquarters at Halifax, Nova Scotia, Canada, 14 July 1945. They will now reorganize and train for the Pacific bombing campaign against Japan, as part of RAF "Tiger Force."

Lost in all this official RCAF history, is the simple fact the "unofficial" No. 6 [RCAF] Group badge created by Sgt. Duchak at Allerton Hall, now served with pride in Canada, until 1 September 1945. [Six Weeks]





In November 1944, Sgt. Duchak featured his Allerton Hall Christmas Card on the cover for the Summary of Activities. He also created the table menu art work for the 1944 Christmas dinner at the castle.



OPERATIONS RECORD BOOK

of (Unit or Formation) Rear Headquarters No.6 (R.C.A.F.) Group

Place	Date	Time	Summary of Events	SECRET.
Allerton Hall, Nr. Knaresborough, Yorks.	1.10.45.	1.	Allerton Hall- Handing Over Certain sections of the "Castle" at Allerton Hall were handed back to the Clerk of Works today by the S.O.A. With the imminent disbandment of this Headquarters and the disbandment of various sections, only a few offices remain in use.	
		3.	Disbandment of No.6 (RCAF) Group (Rear) No.6 (RCAF) Group (Rear) disbands effective today, 1st November, 1945. On the 1st October, 1945, only three stations remained in this Group; namely, R.C.A.F. Stations, Linton-on-Ouse, Tholthorpe and East Moor. Linton was transferred to Transport Command on 20th October, 1945, while East Moor transferred to Fighter Command and Tholthorpe to	
	1.11.45. (contd)	3.	Disbandment of No.6 (RCAF) Group (Rear) contd. to 7 Group effective the 1st November, 1945. A small clean-up party now remains for the completing of the clearance of Allerton Park. The A.O.C., S.O.A., S.P.S.O. and Org. 1 departed on 31st October. The Group Catering Officer, Flight Officer I.V. Gibson (V.30179) leaves for R.C.A.F. Station, Leeming, and will supervise catering arrangements for R.C.A.F. Stations, Leeming, Skipton, Topcliffe and Tholthorpe. Squadron Leader L.R. McPhee (C.13681) and Flying Officer E.C. Harley (C.40119) report to R.C.A.F. Station Topcliffe where they will clear up all Equipment and Personnel problems formerly handled by 6 Group Equipment and Personnel Branches. Flight Lieutenant A.C. Sauners (C.8495) and Flight Officer N.H. Taunton (V.30094) remains in charge of the Rear Party. Headquarters 7 Group assumes administrative control of the Rear Party until de-requisitioning of Allerton Park is completed. Although the Group disbands it remains as a Communication Centre until G.P.O. can finalize the close-down of the Signals Section. The Y.M.C.A. Supervisor and Y.M.C.A. facilities remain until final clearance. Organisation Circular 50/S.1843/13/Org. dated 1st November, 1945, refers.	

The formation of No. 6 [RCAF] Group "Advanced Headquarters" took effect on 14 July 1945, at Halifax, Nova Scotia, Canada. On 1 October 1945, the official "Handing Over" of Allerton Hall appeared in the Operations Record Book. The total strength at Allerton Hall Headquarters on 30 October 45, was 97. Made up of the following.

RCAF Officers	16	RAF Officers	1
RCAF [WD] Officers	5	RAF WAAF Officers	1
RCAF other Ranks	67	RAF other Ranks	6
RCAF [WD] other Ranks	nil	RAF WAAF other Ranks	1

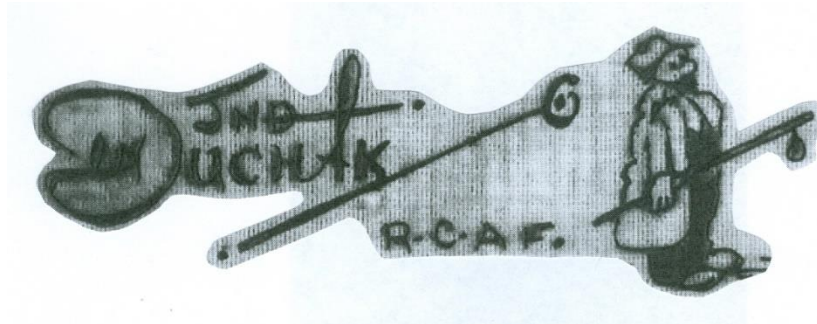
Disbandment of No. 6 [RCAF] Group, H.Q. [rear party] at Allerton Hall came into effect 1 November 1945.

Sgt. Duchak was posted to "R" Depot on 11 July 1945 and attended Martin School of Art in London, and Warrington School of Art in Manchester, England, on what was recorded as "Temporary Duty in York." He was repatriated to Canada on 15 February 1946, and released from the RCAF at Winnipeg, Manitoba, 15 April 1946. On 17 August 1947, he married Lois A. Ross in Regina, Saskatchewan, and moved to North Reading, Massachusetts, where they raised their family.

He appeared in several movies with Tom Tryon and Steve McQueen. John became an advertising artist with W.T. Grant and Company, S. S. Kresge Company and the F.W. Woolworth Company. In 1952, he served as a cartoonist for the Boston Bruins Hockey Team and completed cartoons for the book "Hockey Tip-Ins" by former Bruins Captain Ferny Flaman. In 1990, John and wife moved to Rockland, Maine, where he continued to draw and paint windows on the main street advertising Lobster Festival, Blues Festival, Maine Boats, Homes and Harbor Shows.

RCAF WWII cartoonist Sgt. John "Napper" Dana Duchak passed away Tuesday, 25 September 2012, at Windward Gardens in Camden, Maine.

Like the RCAF nose artists in WWII, official RCAF cartoonist Sgt. Duchak and his hundreds of drawings and paintings have been lost and forgotten by his country of birth and the RCAF. I hope to change that for you "Sarge."



24 July 1921 – 25 September 2012

In 1946, Allerton Castle was returned to Lord Mowbray, who is described as still being a very difficult and domineering person. By 1960, Lord Mowbray was involved in a messy marriage break-up which affected the complete family and details can be read on the internet. When Lord Mowbray passed on in 1965, no provision was left in his will for his wife and the bulk of his estate was left his eldest grandson, Edward Stourton, who was just 12 years of age. For the next 30 years, the family estate and Allerton Park Castle, was run by trustees, then it was sold to an American businessman, Dr. Gerald Rolph, in 1983. After a tragic fire in January 2005, the castle has been restored to a high standard, which only the British can do in period style. All the details and breath taking images can be viewed on line, and yes, you should all take a look, most of all Canadians. Dr. Gerald Rolph has saved Allerton Castle, a Victorian Gothic house with history going back to the Norman conquest, and he has also saved a small part of RCAF WW II history for Canadians. Guided tours of the main floors are available for visitors, and if you should take the tour and see the shape of a man drawing cartoons, don't worry. It is just the ghost of Sgt. Duchak, hard at work. That is where he created all of his RCAF WWII cartoons, maps and other paintings. And if you should have a few on the public house, tip a pint for "Napper" Duchak.