



## Record RCAF Force Shakes Schweinfurt

### FOLLOWING NIGHT: AUGSBURG POUNDED

**Air Fleets Weave Day and Night Bombing Pattern Over Important German Industrial Centres**

**CANADIANS WITH THE RAF IN BOTH ACTIONS**

CANADA'S Bomber Group, which goes on methodically breaking its own records as the air offensive mounts, reached a new high last Thursday night, sending up the mightiest fleet of heavy bombers in its 14-month history to smash Schweinfurt and other industrial targets in Germany. The next night another strong force punched deep into the Reich to strike at Augsburg.

Schweinfurt was licking its wounds from the American raid of a few hours before when our night bombers struck. They came in two distinct and crushing waves, leaving little doubt that Schweinfurt's industrial centre, small in area but a vital strategic target, was effectively neutralised.

Tons of high explosives poured down and returning crews reported large fires spreading through the city. Sgt. B. Vanier, Sherbrooke, Que., who made the trip in a Porcupine squadron Halifax, saw the first attack open. "It built up very quickly," he said. "Large fires took hold rapidly and illuminated the entire area. The centre of the target was a brilliant blinding glare."

#### Ploughed Under

"Schweinfurt looked like a ploughed field studded with diamonds," said Sgt. S. R. Elliott, Oshawa, Ont., a rear gunner with the Alouette squadron.

A Goose squadron Lancaster piloted by F/L F. W. Hales, Winnipeg, arrived 30 minutes late over the target and staged a one-plane attack. "The kids of Schweinfurt will be using ball bearings from that big plant for marbles to-day, we made such a mess of the place," said the tail gunner, F/S Morris Becker, Montreal.

Goose, Leaside, Thunderbird, Alouette, Snowy Owl, Lion, Porcupine and Tiger squadrons took part in the double-barreled show while the Bison, Moose, Ghost, Bluenose and Iroquois units were also out.

#### Augsburg

Eight RCAF squadrons made the Augsburg trip Friday night, two of them led personally by their C.O.'s. They were the Leaside squadron under W/C W. A. MacKay, Vancouver, who logged the ninth trip of his second tour, and the Snowy Owl under W/C Dan McIntosh, D.F.C., Regina, who logged his twentieth.

A Leaside squadron crew skippered by F/O E. K. Reid, (Continued on page 6, col. 4.)

### BUDDIES SHARE FIRST VICTIM

**Spit Pilots Get Sharp Pics of Entire Combat**

Flying together in the same Spitfire section since going to India last fall, F/O L. G. "Gib" Coons, Morrisburg, Ont., and Sgt. "Joe" B. Neville, Douglas, Ont., shared their first enemy fighter, a twin-engine Japanese army fighter. They shot the Mi9 into the sea off the Arakan coast. "I detailed by sub-section to look around," said Coons, "then Joe and I closed on the Jap from 1,000 yards and slightly above him. We were flying line astern and attacking on the small quarter. When I opened fire, I saw his port engine start to burn. Then my guns jammed and I called to Joe to come in and finish him off. He did just that and set the Jap's starboard engine blazing. It blew up then and the kite went into the water."

When their camera films were developed, it was found that the two Canadians had secured the best combat picture recorded by the squadron in many weeks. They had the enemy in full view throughout the engagement.

WINDSOR SQUADRON ANNIE OAKLEYS



The boys wielding the heavy artillery are, from left to right, F/O William Burgess, pilot, Regina, with his 45 automatic; F/L William Pendleton Power, adjutant, Ottawa, with his Luger, and on the end, P/O Jack Doule, Hillside, New Jersey, blasts away with the Italian version of the Sten Gun. They're with the City of Windsor squadron in Italy.

(Official RCAF Photograph.)

### Snowballs in Algeria

Shivering Arabs goggled in amazement as Canadian airmen, shouting fierce war whoops stormed the British defences in the first snowball battle on record in Algiers.

A weather freak that turned a torrential downpour to snow provided the ammunition. Canadians woke, rubbed their eyes, scurried into the streets and were soon plugging each other with snowballs. One native, unwitting target of a well-aimed barrage, became probably the fastest-moving Arab of all time, as he scooted out of range behind a rolling barrage.

While this was going on, RAF lads collected a store of ammo behind a stone wall and attacked the Canucks. But the Canadians were too accurate and soon overwhelmed them.

Their delight at this unexpected taste of home was summed up by Cpl. Earl Doyle, Charlottetown, P.E.I.: "This is like a breath of home," he said. "I never knew how much I missed snow until I saw it again."

### DOWNER, EDWARDS SCORE IN DOGFIGHTS OVER ITALY

F/L James F. Edwards, D.F.C., D.F.M., North Battleford, Sask., shot down an F.W.190 and damaged another, a few days ago, during a furious dogfight over Italy. The RAF Spitfire wing which Edwards flies accounted for two Me.109s in the same engagement and damaged several more enemy fighters.

The kill, which raised Edwards' personal score to 12½ destroyed, came after a diving chase when the stocky Saskatchewan deadeye set his victim on fire at 20 feet and saw it hit the deck. One of the Messerschmitts was credited to his squadron generally since in the confusion of combat it was not clear how many pilots shared in its destruction.

The other was brought down by F/O D. Ibbotson, D.F.C., Harewood, Yorks, when he was set upon by six Me.109s. One of the attackers overshot, which brought him within range of Ibbotson's guns. He got in a burst and the Jerry fell into a wood.

Same day another Spit wing knocked down four F.W.190s. An RCAF pilot, W/O Downer, Midland, Ont., gained his third success in six days when he destroyed one of 14 fighter bombers intercepted over the Anzio beach-head. "We saw them diving in," said Downer, "and my number one and I jettisoned our long range tanks and dived in behind them. We caught them about eight miles west of Genzano. I turned into one, got on his tail and closed in to 150 yards. After a two-second

burst I saw strikes on the fuselage behind the cockpit, closed in to 50 yards and gave him another burst from just above. He was then about 50 feet above the ground, and after the attack he dived in and broke up."

#### ADVERTISEMENT



Here's evidence that the work of the good women of the Canadian Red Cross is appreciated by the boys overseas. It's W/O Roy Clendinning, Montreal, advertising a Red Cross scarf and strong, white pearlites.

(Official RCAF Photograph)

### HOULE RECEIVES NECK WOUND IN ANZIO FIGHT

**Spitfire Ace Flies Back to Base Without Escort**

Determination and his ability to handle a damaged Spitfire despite a wound in his neck, enabled S/L Albert Houle, D.F.C., to reach his base after a battle over the Fifth Front.

Houle, Commanding Officer of the City of Windsor RCAF Spitfire Squadron, came into the fire of a Hun pilot while attacking another Focke-Wulf over the Anzio beach-head. A cannon shell smashed on to the armor plating behind him. The stout steel stopped the shell but the heavy plate struck him on the head and one piece of metal penetrated the base of his neck, lodging against a vital spot.

Unaware of the exact nature of the injury, Houle did not call upon his formation for help or escort. He flew home alone and walked unaided to the mess. He was persuaded to go to a Canadian general hospital for an operation to remove the metal, and forty-eight hours later he was out of bed and clamouring to be allowed out of hospital. Although the wound proved not serious it is expected Houle will be sent soon to Canada for a rest. He has been away from Canada for nearly three years.

Since assuming command of the City of Windsor Squadron in Italy in November, S/L Houle has led the unit through its most successful three-months period. During this time pilots of the squadron knocked down more than three times as many aircraft as in any similar previous period. Their most successful showing has been since the opening of the Anzio beach-head, where they have a score of ten enemy planes destroyed, four probables, and six damaged. It is a higher score than that of any other Empire fighter unit on this front.

He is succeeded in command of the squadron by S/L Kelper Magee, of Moncton, who has nearly three years' service in the RCAF in Britain and the Middle East.

#### WE'RE CONVINCED

Medical officers report that Canadians suffer more colds in England than they would at home. Statistical proof of this assertion comes from an RCAF fighter base where one group of pilots is housed in a centrally-heated building and another group in an adjoining building of the same construction where the only heat comes from fireplaces in the rooms.

"In the past five months," says the senior medical officer at this station, "the percentage of colds has been three times as high among those living in rooms heated only by a fireplace as among those who live in the centrally-heated section."

### MOSQUITO GETS TWO GERMANS OVER SEA

S/L C. A. Anderson, a Sunday school teacher in Toronto before the war, shot down two German bombers last Tuesday night.

The night was dark and good hunting seemed unlikely when suddenly the RCAF Mosquitos intercepted a formation of enemy aircraft bound for the British coast. Anderson's observer, F/S Bodard, spotted the enemy leader, a Ju.88, ahead and above them. As the Toronto pilot jockeyed into position to attack, the German pilot saw him and peeled off, but Anderson managed to get a burst which hit the fuselage.

"He took evasive action," said Anderson, "but we held on, made two more attacks, and suddenly the whole aircraft burst into flames."

As they turned away another enemy machine appeared, which Bodard identified as a Ju.188. Anderson was below the German kite by this time, fired a short burst from about 150 yards, stalked the 188 and finally struck the cockpit, probably killing the pilot.

### FIGHTERS FINISH FUEHRER'S FLOUNDERING FREAK

Flying deep into central France late Sunday afternoon, two Mosquito pilots of an RCAF fighter squadron destroyed three German aircraft more than 100 miles to the south of Paris. One of the aircraft was a Heinkel glider tug, a five-engine "monstrosity" of extraordinary design, the others were Gotha transport gliders which the He. was towing.

The pilots were F/L H. Cleveland, Vancouver, and F/L

Charles Scherf, Glen Ennis, New South Wales. Each destroyed a Gotha and they shared the Heinkel. Flying with Scherf as navigator was F/O C. Finlayson, Victoria, and Cleveland flew with an English navigator.

"Cleveland attacked first and knocked down the nearest glider to him," said Scherf, describing the action. "Then I came in behind the other and knocked that down as well. A shower of wood came back all over us. The

Heinkel flew on, and with my first attack I set two of its engines on fire.

"When I broke off, Cleveland attacked and left another engine burning. The Heinkel broke away and with a few more rounds I sent it into the ground where we last saw it blazing."

"It was just like a big league ball game," Cleveland commented. The Bi-Heinkel resembles two ordinary twin-engine aircraft, joined together by one

main plane and with an extra engine added. The twin fuselages are not joined by a single tailplane as is usual in twin-boom types. Three of its five engines are between the twin noses and the aircraft carries a number of guns.

Flying over a number of airfields during the long trip over France the Mosquitoes shot up aircraft on the ground and the crews saw at least three of them blaze furiously.

### T.A.F. PEPPERS PAS DE CALAIS INSTALLATIONS

**Churchill Raises Curtain On Medium Bomber Objectives**

#### DAYLIGHT ATTACKS

WHEN Mr. Churchill last week in the Commons referred to shore installations on the Pas de Calais from which the Germans hoped to launch new attacks on Britain in the form of pilotless planes or rockets, he raised the security curtain on a gathering air offensive by medium bombers of the 2nd Tactical Air Force.

Day after day, for many weeks now, Mosquitos, Mitchells, Marauders and Bostons have been buzzing across the Channel on these sorties. Their targets were never named or hinted at. But now that the lid is off the story can be told.

One of the most experienced airmen in the medium bomber group is F/L J. L. McCaul, D.F.C., 28-year-old Toronto navigator.

With over 40 sorties in his log book, McCaul was transferred from a Mitchell squadron engaged on daylight sorties against the Pas de Calais area, to an Australian squadron equipped with Mosquitos. He is now navigating for W/C R. Wierdale, D.F.C., commanding officer of the squadron.

"I had one of my best trips only a few days ago," said McCaul. "We put our bombs fair and square into one of these constructional works, so there could be no doubt that it was 'written off.'"

He has been in Britain since June, 1941, serving first with a Blenheim bomber squadron. He was transferred later to intruder work and eventually moved back to daylight bombing with his Mitchell squadron.

Unopposed by enemy fighters, Mitchell bomber squadrons of the 2nd Tactical Air Force badly damaged or wiped out targets in Northern France last Thursday. The attack was carried out in perfect visibility.

F/O Lincoln Montgomery, Church Bridge, Sask., navigator in an RAF squadron, said: "I saw my bombs go down right across a corner of the target. Then as we pulled away and turned, I saw bombs from a second box of our Mitchells drop right across it, and the whole place seemed to go up, with debris flying everywhere. It was one of the best of the 21 sorties I've been on."

Other Canadians in this show were F/S Ralph Duke, Toronto, air gunner, W/O T. F. Rothery, Vancouver, navigator, W/O W. J. Tew, Dryden, Ont., and F/S A. Baird, Carragana, Sask., both gunners.

Led by S/L K. C. Ritchie, Port (Continued on page 6, col. 4.)

### FLIGHT LEADER EARNS AWARD

F/L K. S. Miller, a flight commander with the Buffalo Beau-fighter squadron, has been awarded the D.F.C. for leading successful strikes against German shipping off the Norwegian coast.

"On two occasions," says the London Gazette, "F/L Miller has led formations against enemy convoys and on both the attacks were pressed home courageously in the face of persistent anti-aircraft fire from shore batteries and escort vessels."

Anti-shiping strikes, according to Miller, are largely a matter of good navigation and a steady hand. He said, "It's a question of finding one's way to the spot where the convoy is creeping down the coast, hitting with all available force and then making a dash for home before German fighters can trace you out."



WINGS ABROAD

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EDITORIAL

RETIREMENTS

THE air war and air force must be dynamic, not static, and consequently rapid promotions to some must bring early retirement to others. Major the Hon. C. G. Power, P.C., M.C., Minister of National Defence for Air, told the House of Commons in Ottawa recently. "Otherwise the RCAF would be faced with stagnation at the top."

The Air Minister was referring to the recent retirement in Canada of Air Vice-Marshal G. A. Croll, Inspector General, Air Vice-Marshal A. A. L. Cuffe, Deputy Inspector General for Western Canada; Air Vice-Marshal Earl Godfrey, Deputy Inspector General for Eastern Canada; Air Vice-Marshal A. B. Shearer, Director General of General Economy; and Air Commodore A. H. Hull, E. L. McLeod and Grant, the last three of Western Command.

When war broke out, Mr. Power explained, the RCAF was small, comprising numerous excellent officers who had performed magnificent service in the last war and now became the backbone of the development and expansion of the RCAF's air-training plan.

"But the plan has reached its peak," the Minister said. "Henceforth there will be contraction rather than expansion, and if these men, all comparatively young, retained their positions or were promoted up to their full retiring age, we might be faced with a thick ceiling comprised of men who, through no fault of their own, have not seen active flying service overseas in this war."

"Now we have, especially overseas, younger men with actual fighting experience in this war. More and more we are calling on Overseas Headquarters to send these men back. And if we are to encourage them we must show them there is room at the top, that the ceiling is not closing in."

"This is the policy," the Minister concluded. "There is no stigma, no reproach in retirement. But there is ruthless necessity if the RCAF is to continue during the war, and after, to be the young, virile force which I am sure all Canada wishes it to be."

THIRTY TRIPS

Taking part in the repeated softening up attacks on the invasion coast, F/O Bert Hoskins, 25-year-old Vancouver navigator, recently chalked up his 30th operational sortie from Britain. These include trips in Wellingtons, Bostons and now Mitchell medium bombers. On one trip to Mainz, Hoskins' aircraft ran into flak and was forced to ditch in the sea and ride a dinghy for eight hours until picked up by an M.T.B.

RARE WITH ONIONS FOR SPIT. VETERAN

F/L John Sherlock Goes Home to Ma's Steaks With Memories of Four Hungry Malta Months

HOPES of strolling casually into his home with, "Hello mother! How are you doing my steak?" are in the mind of F/L F. John Sherlock as he prepares for a month's rest in his Calgary home. The steak may help to wipe out some of the memories of the four hunger-ridden months he spent in Malta in mid-1942 when a small hunk of bully beef and a dry piece of bread were a fighter pilot's ration for a full day.

In those four months, Sherlock lost 30 pounds of his normal 150 and when he arrived at Gibraltar, on his way home, neither he nor his three friends could keep any food on their stomachs. The friends were F/L N. J. "Buzz" Ogilvie, Ottawa; S/L James F. Lambert, Winnipeg, and F/L Cyril King, Montreal.

"Probably 50 per cent. of the personnel of the five RAF squadrons on Malta were Canadians," said F/L Sherlock. "Casualties were quite high and the personnel changed nearly every day. Sometimes we would have as many as 28 in our squadron. Sometimes we were down to 12."

He and F/L King, the friend he met the first day they reported to Toronto Manning Depot, volunteered to go to Malta from England, where they were together on patrol work which took them to the Orkneys and Shetlands. Only volunteers were accepted for Malta at the time. They were the only two members of their squadron who were not shot down by enemy fighters during those four months. They were separated only when King was sent home with ulcerated stomach as an aftermath of the Malta famine, and Sherlock was posted to the RCAF Red Indian squadron for his second tour.

On their journey to Malta, 49 of the pilots took off in new Spit-



fires from an American aircraft carrier, U.S.S. Wasp. It was too risky for the Wasp to approach the island and the pilots flew to it over more than 800 miles of sea, stripped of ammunition so they could carry a spare tank of gasoline and supplies of spare parts to repair damaged aircraft. "One Canadian, who had been very lucky aboard ship and had several hundred pounds on him, was killed as he dived into the sea taking off from the carrier," Sherlock said. "Three others ran short of fuel and were lost, another lost his way and was shot down over Sicily. "Malta was being raided by Germans when we reached it with our tanks practically dry and with only six rounds per gun. About 30 Me.109s attacked and scattered us. Each of us had to get down the best way we could. It was the first time I had seen a German plane. I was circling to land when I ran out of gas and as I was gliding in one German shot at me, but

missed. I landed O.K. and ran for shelter as they strafed the field. Two of the boys were shot down and killed while circling to land.

"Before we arrived, the five squadrons had only four aircraft that could fly," he said. "They were covering our arrival. But when the Germans returned the next day we put up nearly 70 Spits against them. We were credited with destroying 50. We lost only three. I was up flying that day and was on the tail of a Ju.88 when our own flak blew the tail off my kite. I crashed-landed on the island but wasn't hurt."

A few days later Sherlock shared a Ju.88 with another Canadian. In another scramble he probably destroyed a Me.109 and shortly afterwards damaged two Me.109s.

"Our billets were Maltese stone houses and they wouldn't have been too bad except for the bed bugs, lice, mosquitoes and sand flies," Sherlock said. "We slept in sand-fly netting. The netting kept out the bugs, mosquitoes and flies. We tried to keep the lice away by continued bathing in the sea."

Returning from Malta to England for his second tour, he was credited with probably destroying a F.W.190 on the first sweep the squadron made under the leadership of W/C R. W. McNair, D.F.C., with two bars, North Battleford. On another flight over France Sherlock shot down one German fighter and damaged a second. On his first tour he flew 50 operational hours before going to Malta, where, in short scrambles, he piled up many more hours. On his second tour he made 90 sweeps over France, Belgium and Holland. He's planning on a third tour as soon as he's had that month at home.

COMMISSIONED

Pilots.—F. L. Roberts, Edmonton; E. J. Trotter, D.P.M., Tuberville, Sask.; S. R. Shaw, Moncton, N.B.; M. J. Wright, Vancouver; J. H. Morrison, Westmount, Que.; W. H. Palmer, Vancouver; D. L. Moore, Hamilton, Ont.; W. E. Woodrow, Ottawa, Ont.; L. H. Read, Winnipeg, Man.; F. H. Palmer, Prescott, Ont.; H. E. Patch, St. Louis, Mo.; F. A. Winn, Washington, D.C.; P. T. Bath, Newona, B.C.; M. W. Benson, Broderick, Sask.; P. W. Dennis, Fort William, Ont.; W. H. Eby, Calmar, Man.; W. C. Lawson, Orillia, Ont.; W. I. Fenton, Ladner, B.C.; C. I. Easley, Guelph, Ont.; G. W. Webb, Hamilton, Ont.; R. M. Bickley, Winnipeg, W. D. Campbell, Winnipeg; R. L. Burton, Kettleby, Ont.; B. W. Dunning, St. Lambert, Ont.; R. L. McCarty, Lamont, Alta.; W. B. Byers, Vancouver.

Navigator.—G. M. Atkins, La Riviere, Man.

Navicators.—"B."—C. W. Hoekridge, London, Ont.; E. J. Houston, Arnprior, Ont.; M. Easleton, Winnipeg; K. J. Mulcair, Montreal; A. W. Morris, D.P.M.; H. B. Patterson, Leamington, Ont.

Air Bomber.—R. L. Sanderson, Elston, Sask.

Wireless Operator/Air Gunners.—L. C. Statta, Dunkirk, Ont.; C. A. Reid, Montreal; C. E. Simpson, Milton, Ont.; J. T. D. L. Boly, Jonquiere, Que.; G. W. Duncan, Windsor, Ont.; P. F. Gallacher, Winnipeg; F. R. Laughlin, Victoria, B.C.; W. K. Mallman, Lunenburg, N.S.; R. W. Kerley, Milton, Ont.; L. J. McQuinn, Penitence, B.C.; N. C. Ridley, Winnipeg.

Air Gunners.—J. H. L. Quesnel, Whanapitue, Ont.; D. K. Ryan, Tillsonburg, Ont.; J. E. Dorie, D.P.M., Cornwall, Ont.

Flight Engineers.—H. D. Halliday, North Battleford, Sask.; W. J. Madder, Winnipeg.

Non-Flying List Administrative Branch.—H. M. Clark, Milton, Queen's Co., N.S.

Rifle Branch.—R. G. Parker, Owen Sound, Ont.; R. E. Priestman, Toronto; O. S. Higgins, Toronto.

FLY IN MITCHELLS

Vancouver is well represented in one of the RAF Mitchell squadrons which is pepping the French invasion coast. Some of the coast personnel are F/O "Bud" Wright, navigator; F/S E. Arnold Wells, navigator; F/S Frank Davis, air-gunner, and F/S Keith Brown, air-gunner.

UNCHECKED PROFITEERING IN CALCUTTA'S BAZAARS

Calcutta is still suffering from the aftermath of famine, yet it is doubtful whether any other city in the world, with the possible exception of the large South American centres, offers so vast a variety of consumer goods in this fifth year of war.

There is, however, a major drawback to any Canadian airman who might like to go on a buying spree—the prices. The cost of living index has risen from 116 before the war to 361 to-day, and although there are various government ordinances intended to prevent profiteering, it still goes on.

Foodstuffs, still largely unrationed, are plentiful. You can buy unlimited quantities of tea and coffee at an average of 75c to \$1 a pound. Butter sells at about \$1 a pound. Meat, though tough and unappetising, is fairly abundant.

Manufactured goods, on the other hand, are scarcer and prices correspondingly inflated. An eight-tube radio set, for example, would run about \$170 to \$280. An \$8 fountain pen, made in the United States or Canada, is offered in the bazaars at from \$35 to \$55.

How about dress material or perfume or something dainty to take back to the wife or girl friend when the war is over? Perhaps nowhere else in the world can you find rare French perfumes, British soaps, American cosmetics in such abundance. The shelves of many a hole-in-the-corner shop in Calcutta's, Bombay's or Delhi's bazaars are laden with unopened

cartons of all these things. The price? Five to ten times the original cost. Even such items as tooth paste and shaving cream (usually Canadian-made) are triple the prices at home.

Here are some prices, taken at random, from classified advertisements in Indian newspapers: gallon thermos jar, \$50; American electric razor, \$100; English khaki flannel, \$2.50 a yard.

No coupons, no rationing, just plenty of moola.

FIVE BOMBER MEN GONGED

Four Pilots, Navigator, Get Immediate D.F.C.s

All five of this week's awards go to bomber personnel for gallantry in the Battle of Berlin. All are immediate D.F.C.s. Four go to pilots, the fifth to a navigator.

Those decorated are: F/O D. E. Eiden, Moncton, N.B., F/O H. R. Farb, Kapuskasing, Ont., F/O J. M. Gray, New Westminster, B.C., P/O F. W. Burgess, Drumheller, Alta., and P/O T. E. Jones, Edmonton.

Gray is the Porcupine squadron pilot who, after a trouble-ridden trip to Berlin was forced to ditch his Halifax in a rough sea, got all his crew safely into a dinghy and rushed back to his base in time for a squadron party. Gray's worries began shortly after crossing the enemy coast when shrapnel damaged one of his petrol tanks. Despite this, he flew on to the target and bombed it. During the return flight the wireless and some of the navigational equipment became useless and after clearing the enemy coast again the petrol ran out. The London Gazette cites his "skill, determination and devotion to duty."

F/O Eiden's Lancaster was hit by flak near the enemy coast. One engine was knocked out of action, two petrol tanks pierced, and the electrical system failed. Shortly afterward a fighter attacked, damaged the hydraulics, rendered the gun turrets u.s. and caused the bomb doors to open. Nevertheless Eiden reached an airfield in Britain and made "a masterly crash landing."

F/O Farb was wounded in the arm and back when, on the return trip from Berlin, his bomber was hit by flak and attacked by a night-fighter. "Although suffering from loss of blood and much pain," reads the citation, "this gallant navigator continued his duties until the mission was ended."

CASUALTIES

KILLED IN ACTION. F. H. Dennison, F/O, King County, N.S.; C. W. Taylor, F/S, Yarmouth, N.S.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. P. J. A. Dennis, F/S, Vancouver; R. J. L. Fowler, F/O, New Liskeard, Ont.; J. D. Hamblin, F/S, Regina; C. D. Hoskin, F/O, Vancouver; M. P. Kimber, F/S, Lake, Sask.; R. M. Lawrence, W/O, Brantford, Ont.; J. J. Reamsbury, W/O, Brantford, Ont.

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RECORDS OFFICE

New Winchells Scribble

A2 (CAN)

NOW that those tellers of tales have left us behind, namely, Corporal Willie Myers and LAC Wallington, the lot has fallen on two inexperienced scribes to put in a few comments for the weekly sheet.

A most hearty welcome to "Wreckords" to Corporal Ken Carmichael, of Toronto. Ken's already making a name for himself around here by being the only one to get a ration of oranges without any coupons.

Also greetings to LACs Raol Cote and Al MacKenzie, of Montreal and Halifax. AC "Rich" Richards, of Wooler, Ontario, has also put in an appearance here.

At this point we might also welcome back our boss, F/L Davey, who has just returned from another spot of leave in the big city. There are weird stories of sleepless nights, but all we can learn from him is that he is going to spend a few days recuperating.

As usual, last week-end saw F/S "Timekeeper" Spalding on one of his quarterly jaunts down to the sunny south. The only comments he will allow are about the weather, so he must have had a good time.

Also back from a forty-eight is Corporal Clark. Norm is busy giving demonstrations on how he can handle incendiaries this week, and will really have something to tell his grandchildren now.

The three bears of Goldilock fame had nothing on LAC Ryann the other night when he arrived back from the "swing shift" to find LAC Jim "Available" MacKenzie snuggling soundly asleep in his bed. We think you had better change mixers, Mac. And talking about the swing shift—F/S (Temporary) Spalding had the shock of his life when the boys turned out twice as much work as before. Seems that this guy Corporal Campbell has a big bull-whip that he keeps by his hand.

Things we didn't expect to see: Al Pope swearing off gin and limes for the duration, after a hectic week-end; Bob "Cribbage" Ayling coming back from a forty-eight without dark circles under his eyes; Art "You Worry Too Much" Bale slowly but surely getting ready for the local asylum, and, says he, it isn't the impending thoughts of getting married either.

Corporal "Power City" Biggar revelling in the job of ordering the boys around in the hut; Ralph's also busy trying to explain why he doesn't let anyone else take certain phone calls.

Don Udy coming back to bed sober; Cpl. George Coupar coming on parades wearing his famous greatcoat; "Romeo" McTaggart getting ready to change his name to "Pinky"; and quotes he, "it's an infection and not lipstick under my eyes."

—Cpls. Heiser and Hornstein.



Advertisement for NUGGET DARK BROWN SHOE POLISH. Text: 'For Extra Smartness the shoes of more & more officers are being polished with NUGGET DARK BROWN SHOE POLISH. ALSO IN BLACK SUPREME for QUALITY.'

G1 (CAN)

NOW we know Len Craig isn't a qualified nightfighter—at least not medically! Seems his eyes are bad on dark nights and he finds it hard to distinguish between the black of night and the camp coal pile!

Joining "Spider" Webb in that select group of "bashed in the heads" is newcomer "Red" Short. His, by the way, is on a far bigger scale than the "Spider's"—and on the same number of pints, too!

Only visitor in the local Gestapo H.Q. this week is Len (Twelfth hour plus!) Collins. Anyway, it takes in a defence night, eh, Len?

Previously known as the "family typing pool" because the men (?) who work there seemed to know everyone, it has since been called the "Strangers Abode." All on account of one of its "habitants," Don Rogers, going through a list one day. Don was ticking off names of all personnel he could claim any sort of an acquaintance with. Coming to an unfamiliar name, he exclaimed, "Who's this—I didn't know we had anybody here by that name." Seems the outcome of it all was that the "unknown" happens to be "Hank" Paleczny, who has worked opposite Don for some weeks past.

Mr. Edward Freeman Sturgeon has now returned to work after having been married and honeymooned. Also back with us after having successfully obtained the necessary is Cpl. Bob Moses, who by the way is ineligible for his "gong." Seems you must get more service in. Moe. Four years, apparently, isn't enough. No, not even with three and more of them overseas.

—F/S "Mem" Aitken.

Pay Table Crumbs

VERY best wishes from us all go to "Billy" Merryweather and Al Carr, both of Airmen's Pay, who were married last Saturday. "Billy" made a lovely bride in white and Al looked proud.

The reception was an all out Canadian one, held at the flat of the four "B" girls. "Muscles" Cox was doing a super job of dishing out drinks—Louis Sim, Vincent and Murray did a good job of vanishing same. S/L Archibald gave the bridal couple a worthy toast.

We open our doors of welcome to the Can Army Dental Corps, who joined our forces recently. Our dentist, Capt. B. R. "Doc" Jones, who hails from Toronto, and his able assistant, Sgt. "Gerry" Vrabek, of Vancouver, makes dental parade something to look forward to.

Reluctant "farewells" were in order lately to two of our Wids, Cpl. Burns, "Carres," is going to make her home in York near her hubby, while LAW Webster, "Non Eff," has headed back to God's country.

The roller-skating party of last Sunday was well represented by Knightbridge, and the surprise of the evening was Sgt. Geo. Townsend, who tops the list when it comes to fancy rolling. S/Ls Archibald and Spillar and F/L Parsons were not to be outdone on a few "whirly-dos." LAW "Nell" Townley did a smashing 3-pointer. Everyone wants bigger and better parties.

Thanks to the efforts of Miss "Aw com' on buy one" Storey, the sum of £50 has been turned over for the purchase of a parachute for a Canadian fighter squadron. Thanks to the gang at the unit for entering into the raffles.

The personnel of C.C.R. celebrated the promotions of Cpls, Shriner, Campbell, List and Sullivan and Sgt. Fox on Wednesday last. High lights were Cyril "Palais" Joplin, AC1 Joe "Throw a Dart" Joseph and LAC "Bloc Nationale" Mirault. The gang was last seen heading West, chanting their Central Registry war song.

Postings out lately include LAC Hiltz, Cpl. Heselbine and Sgt. Ling.

Thanks to our padre, S/L Lloyd, and Auxillary Officer "Dick" Wade for another very successful Bingo nite, but we still want bigger turn outs. Watch the notice boards for the next one, and make it a real "Doozer."

JERRY'S GIFT

After a long wait for that first trip over Jerryland as captain of his own Lancaster, F/L Max Wilson, Petrolia, Ont., is hammering Berlin with the Thunderbird squadron. He came back from a recent trip with a bit of flak as a souvenir. He didn't pick up mementoes like that when instructing at Hagersville, Ont.

DAYLIGHT STUFF



Here's part of what goes into those daylight raids to France—the H.E., the delivery boy and delivery wagon. It's W/O Hugh Campbell, Cape Breton, WOP/AG atop the nitro. Behind is a gull-winged Mitchell. (Official RCAF Photograph.)



FOR 15 minutes, flying westwards from Berlin, a new Halifax of an RAF squadron had a quiet fighter escort of two Focke Wulfs.

It was during one of F/S Bert Morris's four trips to the Nazi capital that this unusual little incident occurred. The Waskada, Man., navigator was getting ready to chart his way home after his skipper had ploughed over the target and dropped his coodles, when he peered out of the aircraft to look around.

There were the two German planes, lying in formation with the Halifax, one on each side and well away to the rear. The skipper started to weave and evade. The F.W.s stuck with him but made no effort to attack. The gunners were set to blast at them but after 15 minutes like that the fighters peeled off and left the British crew to find their way home.

Bert has made six operational trips recently, four against the capital, one to Magdeburg and the last against Leipzig. He has one other Canadian with him in his crew, F/S Bill Ingleby, of Toronto.

F/S Ben Ambrosiewicz, Windsor, used to have his roots in the soil of Michigan but he's currently stooging around in territory a little higher than his former occupation called for in the daily routine of ploughing and harvesting. He's a WAG on Stirlings with an RAF squadron. There is one other Canadian who helps Ben upstairs. He is F/S Jimmy de Cordoue, Montreal air-gunner.

England is no strange place for Sgt. Bob Stessor, of Edmonton. Although he arrived since Christmas with another convoy, Bob was seeing Britain for the second time after spending a year or so here as a member of the Canadian Army.

With two years' service behind him in the army, Bob volunteered for air crew, took part of his training in England and then headed for home to wind it up under the Air Training Plan. Now he's back to do a little navigating. Bob thought the air force would be a good chance to get a crack at the Jerries, but his army mates beat him to the punch and went to Italy while he was still studying the stars at home. But then he's hoping he can beat them to Berlin.

There's just a little difference in climate between the West Indies and dear ol' Blighty, and if you want any sworn proof you can always contact a couple of new arrivals on this side of the pond in the persons of F/S Euclid "Cliff" Constant, Cornwall, Ont., and F/S Lyle Faulkner, Huntsville, Ont.

The two air-gunning radio specialists have reached this side of the water along with the remnants of a RAF squadron which was parcelled up and dispatched to several theatres of war recently. Some of their mates are in the Far East now getting the pukka stuff. Faulkner is the only member of his crew who is a Canadian.

Cliff has two other Canadians in his crew. Both are wireless air-gunners. They are F/S "Pop" Sproule, of Beaverton, Ont., and W/O Jimmy Downs, Routhwaite, Man. During his sojourn in the tropical breezes of the Gulf Stream, Constant managed to tuck away more than 900 flying hours over the Atlantic. He put his wings up at Dafoe, Sask., while Faulkner donned his brevet at Fingal B. and G.S.

LION SQUADRON

Key Men Leave Lions

EVERY squadron has certain members it can ill afford to lose. Such are Captain MacDonald and Chiefie Collins of the Lion Squadron. When they left we hope they felt the same reluctance at going as we felt at seeing them go. Cap MacDonald was our dental officer. Chiefie Collins was 1/c ground staff on one of the flights. Good luck to both.

A chap on our squadron, whose wife lives in London, received a souvenir of a recent German raid. The accompanying letter instructed him to treasure it. The souvenir turned out to be an eight inch strip of tinfoil blackened on one side. He's not going to treasure it.

What is considered a record in these parts is the speed with which F/O Johnny Moore became leaveborne. Due to circumstances beyond his control he found himself several hundred miles away from base on the morning his leave was scheduled to begin. By a bit of good luck he arrived back before more than a few hours of his precious holiday had elapsed. Twenty-five minutes after touching down he was packed, dressed, and returning the salute of the S.P. as he walked through the main gate on the way to seven days of heaven.

Hot "Indian" P/O "Indian" Schmitt, D.F.C., at present instructing at a nearby unit, dropped in for a chat the other day. "Indian," whose name is always mentioned when the boys are discussing hot flyers, was instructing a sprog in the art of circuits and bumps when he had the visiting idea. F/L Moe Morrison, our ex-bombing leader, and P/O Bun Plaster, also a one-time Lion, dropped in for a visit the same day.

F/O Eddie Milton and his crew, F/O Lagerquist, F/S Newman, and Sgts. Walker, Green, Buckler and Benson have the right idea. They were hosts to their ground crew, Ross McCormick, Jim Holleran, Tom Mansell, Tom Hargreaves, and Ivan Webster at an enjoyable symposium held at the local beverage room 'other evening.

The general confusion in the new crew rooms due to the recent innovations in effect there is being unjustly blamed on Master Sergeant Fisher who, the dark haired attendant will testify, has been a big help. This week's congrats go to Joe Corbally, one of our keenest bomb-aimers; Red Beaumont, a fine navigator; and Paddy Middleton, a real hot shot, all of whom have been commissioned. F/O Buck Albers has returned from an American hospital where he spent some time recuperating from an accident. Friends of George Webb and Kitch Kaliclak, at present hospitalized, are pulling for their complete and speedy recovery.

Myers had dived on the German fighter without being seen and was closing in from behind when his guns jammed. "I went up alongside of him and flew wingtip to wingtip while I gave him the old finger sign," said Myers. "I'll bet he was startled. Then I turned back into formation with the rest of the squadron."

P/O Myers, who will turn 21 next month, is credited with a half-score for helping F/L John Hodgson, Calgary, bring down a Ju.87 last December.

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During a training flight recently, a Lancaster piloted by F/L M. A. Russell, Mount Dennis, Ont., had all four engines "run away" on him as the electrical circuit went faulty. The veteran Goose Squadron skipper calmly made a circuit with the big aircraft, sounding like a squadron of low-flying Harvards, touched down and bounced across the field like a wounded jack rabbit.

Everything from the Cap down

District H.Q.

PILOT OFFICER PAT PATTISON, a good example of why we haven't received any mail for the last few weeks, is at present in hospital and we're all wishing you a very quick recovery, Pat.

Then there is the story of our meek and mild Cpl. Bill Burden. It seems that a particular young lady asked him if he was a Commando, whereupon his answer was no. Then, when she proceeded to inform him that if he wasn't a Commando, he certainly looked like one, Bill calmly informed her that the reason for this was that he was a Canuck! At that, she quickly made sure her knees weren't showing and looked very frightened indeed! You're in the wrong outfit, Bill!

LAC John Stevens is in trouble—again! It seems that he invited LAC Les Krogh for a drink just before tea, whereas Les's wife didn't approve! (Wives never do understand, eh, Les?) Well, anyway, Steve and Les came home only to find the tea table empty—except for a bottle of beer! "If you like beer for tea," says his wife, "you can have it!" We understand that Les refuses all invitations for a drink before tea now!

By the way, if LAC Elmer Leadbeater is still around London, this is to say that it's alright now—your girl friend remembers who you are now! (Who wouldn't, after that letter!)

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BEAVER BASE

Making the Headlines

THIS base is really making the headlines. Among prominent journalists who visited us recently to get "genned up" were Louis V. Hunter, J. Stuart, Wilson Woodside, Ken Wilson, V. M. Kipp, Roy McLean, Mr. Allbon and Mr. Joseph Barnard. The "fourth estaters" were shown around the Base by F/L Vic Baker, our Pro.

Air Commodore W. E. Cockram, Director of Chaplain Services (Protestant) for the RCAF, was also a visitor recently. He conferred with S/Ls W. F. Butcher and H. G. Lowry and met a number of the Canadian personnel at the Base. G/C McCarthy, Principal R.C. Chaplain, also paid a visit and was shown around by S/L R. J. Roney and the Rev. Edward Raitton. Sgt. Tommy Plunkett brought the G/C to tea in the Sergeants' Mess one evening and a very interesting discussion took place in the lounge afterwards.

This has been Alberta week at this base, due to the arrival in our midst of a batch of Wids from the range country. The cowgirls include Bunny Astley, ex-Innisfail and Edmonton school marm; V. L. Atkinson, Vulcan; J. R. Pierce, Tilley; E. B. Austin, of the Didsbury Austins; E. M. Austin (no relation), who formerly honoured the Calgary Stampede with her presence; and E. B. Glover, who hails from Lloydminster. Easterners included AW1 E. A. Curtis, who calls Toronto home (lucky girl). A cosmopolitan note was added by LAW M. A. Eagle, who comes from Canada's outpost on the Pacific coast—Vancouver.

Leading social event of the week was the farewell do for Norm Zacour, who is now safely launched on his "pre-zoot-suit" course. The locale for the get-together was the "Alice Hawthorn" and among those floating "Zac" on his way were F/L Andy Simard; Sgt. Tommy Plunkett, who displayed plenty of interest in Helen Dahl, the Kapuskasing Kutie; Walt Perchaluk; Jimmie Symons (brave new corporal); Joe Grenier, who attached himself to lovely Eileen Simmons; John Stokes, who tried hard to promote a game of

Post Office; Charlie Addison and Jim Donnelly, who took an expensive lesson in pin ball from Jimmy Gunn and Mac McCordell; Bill Sears, who generously divided his time between "Lady" Halliday, Doreen Swainston and Kay Armstrong; and "Goldeye" Birch, the girl from the Golden West.

Highlight of the evening was the dance demonstration by S/L A. C. Tufts. Speech of the evening was made by Rose Paine, who will be doing the talking for the Zacour household for quite some time. Eunice Robinson definitely qualified as a u/t Canadian. Also adding an entertaining note to the proceedings were Joe Greaves, George Blaber and Pam Rich.

Social vignette: Glamorous blonde "Toddy" Tod is now operating in the local social stream again. She was noted in a nearby metropolis the other evening with P/O Porky Dumart.

Training to be an officer is no cinch says Sgt. Ted Kozachenko. Our erstwhile "African Golf" champ reports he now works hard from 06.30 hours until 22.00 hours daily. "The rest of the time is my own," he boasts.

Tubby Reid is away studying accounting and Welsh rarebit. During his absence Frenchy Frechette is running accounts and seeing that Winco Young-husband and S/L Junior Bootle toe the mark. Assisting him are Joe Smart, Les Clough and Gerry Fahrni. Jim Reilly, new pundit of equipment accounts, is shaking everybody by getting to work on time these days.

This week we bid adieu to S/O Nita Tory, and her departure will cause more than one manly tear. Fortunately she is remaining in the Group, so we may see her occasionally.

—Jimmy Gunn.

BOMBER GROUP

Wid Whips Hut Blaze

CHUCK MILLER, Humboldt, Sask., hit the headlines this week with his fire section and staff. "Buster" Portsmouth, Peace River, Alta., assisted by the fire platoon, made record time to Hut 28. When they arrived, they found the fire under control and only a lot of WDs in a pow-wow. One WD must have taken night classes as she sure can use an extinguisher.

The M.T. party on Monday turned out to be quite a do. A number of ex-members were present, to the delight of Joan Sutcliffe, Lloydminster, Sask., and Edith Burbank, Sherbrooke, Que. Helen Symmons, Victoria, started the ball rolling with her new trapeze act. Getting ready for the county fair, eh, Helen? Cpl. Jim Crowe, New Westminster, acted as chaperone and did a fine job.

What was that new step Cpl. "Shady" Lane, Niagara, and Cpl. Connie Conant, Montreal, were doing. Should be OK in Hollywood! The manager found it no easy task shoeing the spooners out of the far corners

of the Inn when closing time came.

"Beat it out, kid," yelled Alex Metkile, Fairlight, Sask., at the weekly dance here when he got hep to the jive with his new partner, Doreen Tuma, Elnora.

Sporting new hooks this week is none other than Albert Clarke from the Island of Potatoes. He celebrated with an extra Pepsi in the NAAFI.

The one and only Stanley Clause, Niagara Falls, has been seen lately heading in a certain direction on a bicycle. What's the attraction, Stash?

—C. B. Higgs.

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—BUT WHERE'S THE AMMUNITION?



The sky pilot gingerly fingering the business end of a Spittfire's cannon is S/L F. E. Lane, London, Ont., on a tour of inspection of a Canadian airfield. Next to him is AC2 Bill Davis, RAF Armourer, and then Sgt. George Bub, rigger, Regina. (Official RCAF Photograph.)

TEN TALK

"Blackouts" Outstanding

THE lives of many station dwellers have been enlivened during the past week by a visit from the "Blackouts." For pep, wit, dancing and general appearance, this show goes down as outstanding.

Another successful party organised by Intelligence Section took place at the Spa last Monday. High spot of the evening was a tug of war on the ballroom floor, minus shoes.

The teams consisted of W/C W. F. M. Newsun, Victoria, Iroquois C.O., assisted by Major Craig and F/O Smith. Opponents were W/C C. S. Bartlett, Fort Qu'Appelle, of the Bluenose squadron, ably assisted by F/L Bentley, SIO of the station, and his witty assistant, F/O Ainslie, Sask., our adj. There was quite a "do" in the sergeants' mess recently when the "Blackouts" visited the ghosts. F/S Del Dulhanty, that unique discip from Halifax, was much in the foreground, although he didn't realise it until next day. Was that a lovely meal you scrounged, chieftie?

Speaking of the "Blackouts," at noon, one day, in our NAAFI little Gloria Haight, Toronto, was talking over old times with her cousin, F/S Reg. King, whom she hadn't seen for one and a half years. Presiding over the tea table in the airman's mess was Cpl. Knipper Benson, Victoria, who found a capable assistant in Edna Dowle.

A squadron party is to be held on March 11th and already several ghosts have gone into training for the big event. I hope our chief ghost, W/C David T. French, Calgary and Hamilton, doesn't expect too much work from yours truly because I won't be able to get around the next morning. Judging by all reports, Sgt. Bill Yates, Essex, will be in fine shape, especially after a recent Saturday night in the local town. No doubt he'll be the champion beer guzzler. We are sure that a good time will be had by all because the program which W/O Rene Gauthier, Montreal, has arranged looks quite promising.

Before we bid adieu, congratulations go to Pat Patten, Vancouver, and Henry Jackson, Calgary—our new P/Os. —McGovern Lepine

INTRUDER ANTICS

Welcome, Young Fella!

IT'S a boy! It's a boy! Yes, Mr. and Mrs. (Cpl.) Goslin are the parents of a six-pound boy. Yes, we always knew these Westerners, St. James, Manitoba, no less, had it in them.

There is a friendly rivalry going on in the flights that threatens to hit the minor leagues. At one time in baseball and basketball it used to be groundcrew vs. aircrew and the erks that man the plane. Yet F/O Bert Ford, of Lacombe, came out with the statement that he believed "G" the best kite and their men the best ground crew of the squadron.

Speaking of friendly rivalries, the "A" Flight crew are kidding the life out of Lt. Luma. No sooner had he left the nurery care of a hospital but he planned to make up for lost time. Yes, sir, he's bought a car. And now he finecombs it every day when the rest of the gang aren't looking to see if it really has a motor!

A record on the Squadron and of many a year was made by F/L Anderson, Winnipeg, and his navigator F/O Cadman, Victoria. On their second trip of ops they shot down a Jerry. We have heard of unsung heroes, of unpraised mothers; well, a man who deserves a great big hand is



VISITING FIREMEN

RADIO mechs are always around when there's anything going on, so it could hardly be strange that when the King and Queen visited the Beaver Club recently at least one of the members of the RCAF who spoke to the Royal couple should come from the ranks of the electron tamers.

The lucky one this time was LAC Syd MacDonnell, Montreal. He managed to make his larynx function to answer several questions put to him by Queen Elizabeth and told her that he had been in England for 2 1/2 years and usually got around to the Beaver Club when he hit the big town. Syd was one of the early radio maniacs, and took his course over here after his squarebashing in Canada was finished.

Graduates of Central Tech's pre-enlistment radio course, LAC Gordon Gerrard, London, and LAC Jack Ainlay, Toronto, were just talking over old times after meeting each other for the first time this side of the water when the King and Queen strolled through the room where they were eating.

Floating around on leave recently, one of the many he has spent since hitting the U.K. 18 months ago, was LAC Gerry Arnott, of Sudbury.

On opposite sides of the same room, both writing letters to the folks at home, sat LAC Al Rattray, Toronto, and LAC Barry Shorthill, same city. Someone walked in and shouted, "Hello, Al!" and another one of the typical "first time this side of the water" meetings was under way. Barry looked up and there was his former Central Tech classmate, so they just merged in the centre of the room, clasped hands and gave out with the usual guff such as "It's a long time" and "Well, what do you know?"

Moping through one of the London service clubs recently just searching for someone who looked like someone he knew was LAC Bill Kowch, Winnipeg. He's a grad from Fredericton, N.B., before Clinton, and he's presently doing the D.I.s somewhere in Cornwall.

Fresh from the land of steaks and eggs, LAC Lorne Chapman and LAC Perry Saxton, both from the Garden City of Ontario (St. Catharines to the uninitiated), are spending a fast leave in London before heading back to their new base in Scotland. They're sharing the dim view of their comrades, taken at leaving Ireland with its meat, etc.

Two more of their squadron S.E. section friends are also floating around on leave in the persons of LAC Ron Bailey, Chatham, and LAC Ray Steed, Swift Current.

WILTSHIRE M.U.

By LAC Louis Ziff

COUSIN Al Loggie has received a letter from Cousin Loggie Grieve in Yorkshire. Cousin Loggie Grieve says he saw Cousin Byron Loggie in a nearby city where they sat in a pub and beat their gums together (we wonder if they forgot their false teeth).

The cigarette and food famine has ended temporarily with the arrival of 27 parcels. The cigarette barons around here now are LACs Balson, Spread and Wilson. Don Wilson expects to be on leave in London shortly and "Sammy" Samson will be there as well.

Ken "Happy" Somers returned without his usual smiles. He was sick while on leave.

R. O. Smith, still vegetating in Wigtownshire along with LACs Toman and Miller, sent his regards, via a letter to Al Pyatt, to all the Wiltshire gen men.

Bob Miller spent his leave in Edinburgh, where he ran across Jim Mulvihill.

NORTH WALES

By Phil Wright

ANOTHER member of our slowly diminishing class has been shot at and hit by Cupid, which explains why Harry Day has been floating through space like the elusive electron.

Yes, Harry will promise to be a good husband in a few days. With this venture goes all the good luck to the bride and groom from the gang at the Stalag. A fine sum of money was presented to Harry one day last week, to which he replies, "AW, you crazy —"

Word has been received that Cpl. Hank Ford has arrived back home for air crew training and is now enjoying 28 days' leave. Good luck, Hank.

Another source brings word that Jerry Bruce has been unable to carry out his air crew

training due to colour blindness. Last week-end Cpl. Al Shaw and Frankie Walker took in the raids on London and ended up by chasing incendiaries and fires. During the chase they helped the NFS lay out some hose. During the course of the proceedings Al Shaw addressed a venerable and dignified member of the brigade as "George," of which "George" took a poor view. It was here that the boys slipped away to another fire.

Cpl. Arnold Selwood also on leave in London had a near one when an incendiary landed in the room next to his.

NORTH ENGLAND

By George Maybee

QUOTH Cpl. Gill Miller as he strode into the Stygian darkness one night recently, "The commandos strike at dusk." As Reg Jackson followed him he was heard to say, "I am not happy." Needless to say, the scheme wasn't their idea of fun.

Gord "Little but oh you kid" Burmiston paid us a hurried visit, ostensibly to collect his mail, but we wonder if it wasn't to check on his favourite WAAF's. Gord has been winging all over the country and hopes to be back with us again soon.

The R.M.s officiated at the spotlights as usual at the E.N.S.A. show last week. When the magician asked for an assistant our own Sgt. Nick Nicoll came striding on the stage. His final reward was a bottle of Bass. Never has beer been seen to disappear so rapidly.

Nick and Sammy Arenow gathered the boys around them at the local and proceeded to wet the thirds in right good fashion. "Chieftie" Ball claims no knowledge of how the liquid was spilled over Jim Steele's tunic. Cpl. Johnny Walker was so busy lending his torch to the blonde barmaid that the 10 o'clock bus had to be held several minutes. We wonder how Hank Tuero's WAAF friend let him away for the evening.

Herb Parkes prefers blowing his sax at the local "rassle" to carrying out a stretch of guard duty. Stan Johnson is still keeping up his lonely vigil at the local. Welcome back to "Sandy" Sanderson after a stretch in sick bay. "Sandy" is also sporting a new third.

CANUCKS UNDER USAAF GENERAL

RCAF air crew and ground personnel serving on the India-Burma front are now commanded by an American general as the result of an organisational reshuffle made by Lord Louis Mountbatten, supreme commander in Southeast Asia.

Commander of all Allied air forces in this theatre is Air Chief Marshal Sir Richard Peirse, K.C.B., D.S.O. A.F.C., who as Chief of Bomber Command in Great Britain, helped lay the foundation for the present air offensive against Germany.

Second in command to Air Chief Marshal Peirse, and in charge of the newly-created Eastern Air Command, into which RAF units and the 10th U.S. Air Force have been integrated, is Maj-Gen. George E. Stratmeyer.

The new command is further broken down into two components, tactical and strategic. The tactical force is commanded by Air Marshal Sir John Baldwin, K.B.E., C.B., D.S.O., and the strategic force by Maj-Gen. Howard C. Davidson, USAAF.

Thus Canadians flying Spitfires, Hurricanes, Beaufighters and other light craft belong to TAF and those in medium and heavy bomber squadrons to the strategic force.

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MOOSE SQUADRON

Lanc Men Trounced 4-3

HOCKEY was the order of the day recently when practically everyone turned out to see the Rossmen tangle with the Lancasters in the play-offs.

That flurry of activity in the squadron discip, office was caused by F/S Leo Breland, St. Albert, Man., and his gang handing out the C.B.S.M. ribbons.

W/O Herbie Herbert Kelowna, B.C., and his gang have folded their tents like the Arabs and silently stolen away to an oasis farther south.

THE DEMONS

Boomerang Bounces Back

THE story about the "Boomerang Bomb" tops all this week. According to Sgt. Mel Falconer, Eureka, N.S., it bounced back up through the alleron of their kite.

A number of the air crew braved the long trek to London for leave. Among them were F/Os "Mort" Jordan, Calgary; Bob Burley, Toronto; P/O Leo James, Vancouver; W/Os Art Allice, Montreal; "Frenchy" LaFreniere, Richard, Sask.; "Gertie" Guertlin, St. Hyacinthe, P.Q.; and "Nappy" Poirier, Quebec City.

Cpl. Bob Verge, Calgary, received a letter from his father asking him why he always spent his leave in Nottingham.

UBIQUITOUS CANUCKS WITH MANY NATIONS

There are few squadrons operating in Britain nowadays without a quota of Canadian personnel. Even the Royal Netherlands Naval Air Service squadron of Mitchell mediums has its Dominion element in the person of F/O Tom Stephens, 32-year-old Winnipeg navigator.

He is the only member of the squadron who cannot speak Dutch, but he claims he doesn't need to "for the boys all speak English perfectly," and some of them can speak in four or five languages.

After completing his operational training, Tom joined a French-Canadian squadron on the eve of its departure for Africa. There he completed 26 operational sorties against such targets as Messina, Naples, Taranto, Foggia and Leghorn.

When the Canadian bomber squadrons returned to Britain, Tom came with them with his ops. tour completed. After a short rest he was posted to his present squadron.

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a flight commander with the new mob.

The Winco's engineer, Morley McGill, Homewood, Man., wireless op. Frank Flinner, Trenton Ont., and air-gunner Fred Child Weirdale, Sask., have recently been commissioned. Congrats.

The scene outside S.H.Q. these days may be likened to a lumbering camp in the B.C. timberlands as the Moosemer are busy with saw and axe cutting up wood. F/L Happy Hewitt, Lac Vert, Sask., swore (literally and loudly) when the adj., F/L Art Crawford Toronto, tried to saw his leg off with the cross-cut saw.

Despite all the good advice that has been tendered, Cpls Jack Harris and Gord Miles, of Hamilton, rush around getting the necessary permission and stuff so that the muted sound of wedding bells will soon be heard. Best wishes fellas! —Arkaybee.

Eardrums and Suchlike

They Count for Plenty in a Spitfire



S/L Cam MacArthur, a football star at McGill, peers into F/O Jim Lambert's ear to see if the Oshawa, Ont., pilot will be flying that day. (Official RCAF Photograph.)

TO a fighter pilot the common cold is more than a mere minor affliction. If he flies with even the slightest head cold, the odds are that he will spend a week in sick bay and possibly two or three weeks on the ground, suffering from ear or sinus infection.

One experienced pilot in the Red Indian Squadron punctured an eardrum recently when he flew on a sweep over enemy airfields in France with a head cold so slight that he didn't realize he had one. As a result he spent three weeks in a military hospital under the care of a Canadian Army specialist.

For this reason M.O.s keep a watchful eye on all pilots for the slightest hint of a cold. "From the time they first start flying," S/L Cam MacArthur, Toronto, who, with F/L Don Munro, Vancouver, and F/L Vic Perry, Toronto, looks after the health of a Canadian Spitfire wing, "pilots are instructed to report all colds to medical officers, but sometimes they are so anxious not to be grounded for even a day that they take a foolish chance on being grounded for several weeks."

Most pilots, MacArthur points out, pick up a good deal of knowledge about mastoids, eustachian tubes, the middle ear, sinuses and suchlike. It's almost reflexive for a man to clear his ears while diving. He does so subconsciously by swallowing or by opening his mouth as in a yawn and pushing his lower jaw forward.

Or he may hold his nose and blow against it.

But when a pilot has a cold the air can't get up through his nose and eustachian tubes to the ears so that the greater pressure outside the eardrum is not equalized. The one thing not to do, in such a case, is to blow his nose—that would invite mastoiditis. If he can, he pulls out of his dive, climbs back up where the pressure outside equals the pressure inside his eardrums and then descends gradually.

Another constant danger is that at high altitudes pilots may become temporarily deaf as their ears plug while in a dive. In such a case they would not hear warnings on the R.T. that a German kite is creeping up behind. R.T. is so important that a pilot is safer without ammunition for his guns than cut off from communication with his comrades. Thus a pilot whose guns have jammed may remain with his squadron on a sortie, but if his R.T. goes u.s. a second pilot is detached from the squadron immediately to cover him back to base.

"But they are often so keen they will argue against being grounded," said F/L Munro. "They'll say, 'Let me fly, Doc. I won't go up over 10,000 feet.' Then we must point out that it is more difficult to clear the ears for variations of pressure in the first 10,000 feet than in any successive 10,000 feet, and therefore more dangerous to them."

ASIA PILOTS MAKE LIKE WALKING DRUG STORES

New Jungle Suits Have 12 Pockets to Hold Equipment

RCAF personnel flying with the Third Tactical Air Force in the Southwest Asia theatre, are pleased with the new Jungle suits which are recent issues to fliers.

The "zoot" suits are the latest design, made from thick khaki drill and are worn exactly like flying suits. There are 12 pockets in the legs and body for various tools and a small pack on the back. In the leg-pockets there is a razor sharp kukris, a folding knife used for hacking a way through bamboo, a flashlight, gloves, compass, maps, cigarettes, matches, chewing gum and a field dressing.

Straps extend from the bottom of the trouser leg up the inside of the suit and over the shoulder to the pack which is carried on the back. The idea of the straps is to take the weight of the gear carried in the pockets, and to make walking easier and more comfortable. In the back pack are emergency rations and some concentrated foods, and a head-dress that would make Fifth Avenue any day.

The hat is a cap with a sun shield hanging down the back and covering the neck, similar to the hats worn by the French Foreign Legion. The inside of the cover is lined with a red material and to the top of the cap front is attached a black net which comes down over the face and is fastened by means of small press buttons to the backs of the shoulders. With the veil down and the gloves worn, there is no part of the body exposed to mosquitos or bugs of any variety. The arms and legs are fastened at the ends so no insects have access to any portion.

F/O C. R. Porter, Turtleford, Sask., F/L B. M. Smith, Moncton, and F/O J. Duguid, Montreal, are three pilots with a transport squadron who are pleased with their Easter ensembles. They tried them on and wore them all one afternoon. Other Canucks of the squadron who go flying in their best bib and tucker from now on are P/O E. C. Augustine, Port Colborne; F/O F. C. Thatcher, Windsor; F/O J. Clarke, Toronto, and P/O J. A. Riddell, Orillia, Ont.

NAVY:—O/S E. Mills, Moose Jaw; A/S Richardson; A/S T. Lauder, Montreal; A/S M. Cockburn, Montreal; Coder G. S. Wallace, Saskatoon; A/S Neal; A/S Alberts; A/S G. Petrie, Winnipeg; O/S K. Stewart, Toronto; E/R/A Martin; A/S W. Murphy, Charlottetown; Stoker H. M. Bell.

RCAF:—W/O E. Soules, Toronto; W/O H. Snowden, Calgary; F/O N. Rossenti, Montreal; F/S A. Edwards, Montreal; LAC E. Duke, Winnipeg; Cpl. J. Cullen, Cobourg; LAC J. Roy, Quebec City; LAC I. Stewart, Calgary; AC D. Groves, Winnipeg; AC D. Ratterly, St. John, N.B.; LAC F. Hammon, Montreal; Sgt. E. Belanger, Montreal; W/O K. Dale, Winnipeg.

CANUCK AND AMERK SCORE OVER ANZIO

Pilots of the RCAF continued scoring over the Anzio beach-head battle zone recently as one Canadian and one American each counted a F.W. 190. S/L "Sandy" Kallio, D.F.C., Ironwood, Michigan, C.O. of a crack RCAF Spitfire squadron, accounted for one of the Jerries while the other fell to F/L Hedley Everard, Timmins, Ont.

Both Huns were seen to hit the ground and explode after brief stern attacks. The German pilots jettisoned their bombs when they saw Everard and his No. 2, F/O Bill Burgess, Regina, Sask., boring into their midst.

MAD DANE



Here's one reason why a Porcupine crew call their skipper, W/O Chris Nielson, the "Mad Dane." On a Leipzig show he arrived early. In order to kill time for the main force, he went over to look at Berlin. He arrived back in Leipzig in time to join the others. Pipe the headgear.

(Official RCAF Photograph.)

WEDDINGS

DONNELLY—TOFFLEMIRE.—In one of London's newly-bombed churches, Cpl. I. L. "Pat" Tofflemire, only daughter of Mr. and Mrs. R. J. Tofflemire, Harrow, Ont., was married recently to W/O T. A. "Tommy" Donnelly, son of Mr. and Mrs. A. Donnelly, Red Deer, Alta. The bride was given in marriage by S/L R. J. Leaman, Toronto, and was attended by LAW Peggy Macdonald, Toronto. Following the ceremony, a luncheon was served at the home of Cpl. J. A. Gough, Newcastle, N.B. A/S/O Peggy Douglas, Winnipeg, assisted at the reception.

Cpl. Tofflemire came overseas with the first 30 members of the RCAF (W.D.) almost 18 months ago. Her pilot husband has served overseas for more than two years.

FLIKKE-KNICKLE.—Marriage of LAW Doris Knickle, daughter of Mr. and Mrs. Sydney Knickle, Lunenburg, N.S., to Gunner Elias R. Flikke, Royal Norwegian Navy, took place at the Norwegian Seamen's Church, Lower Road, London, recently. The ceremony was performed in Norwegian. The bride was attended by Constance Hagen, W.D., Fort William, Ont. Birger Irgebrightsen, R.N.N., was best man. Following the ceremony, a reception was held and a wedding cake which had come from Canada, centred the table at the buffet luncheon. The bridal couple were engaged in Canada before the bride came overseas late in 1943.

JU.88 SHOODED BY NEW CREW

It was 30 below zero the night F/S A. W. Tinnmouth's crew, on their first operational trip together, fought off a Ju.88 over Berlin.

The combat took place at 21,000 feet as the Iroquois squadron Halifax thundered into her bombing run. The bomb-aimer, Sgt. L. E. Toder, Fort William, Ont., was first to spot the enemy plane floating across their track from starboard to port, then floating back again from port to starboard.

The rear-gunner, Sgt. W. J. Walton, Toronto, sighted the enemy too as it was preparing to attack at about 600 yards range, and immediately gave his skipper evasive action. But the Nazi pilot managed to twist in closer. At 500 yards he opened fire. The first burst or two passed astern of the Halifax; then Walton could see the tracers slanting nearer and raking the starboard fins and rudder. He hammered 400 rounds back at the nightfighter, now only 400 yards off, scored strikes, and saw it break away to port.

Tinnmouth, whose home is in Halifax, pressed on despite the damage and got rid of his load. On his return he said: "Stayed on oxygen or heat, Walton stayed in his turret throughout the rest of the trip. He used portable oxygen bottles and gave evasive action by call light when sighting other enemy aircraft, which did not attack."

Other Canadians in the crew included the navigator, F/S A. L. Richardson, Union Bay, B.C., and the mid-upper gunner, Sgt. A. C. Crosswell, Parry Sound, Ont.

Advertisement for 'GIVE IT 'EM HOT' featuring a hot cup of coffee and a Ju.88 aircraft being shot down by a Halifax bomber.

Advertisement for Sharp's Toffee featuring a cartoon character and the slogan 'THE WORD FOR TOFFEE'.



# CREWROOM CHATTER AT CANADIAN BOMBER GROUP

Around the Iroquois squadron, they say you can't keep Adjutant F/L, Tommy Walker, famed Toronto swimmer, away from the water. Deprived of an opportunity to show his natorial prowess, Tommy does the next best thing—takes a leading part in the aircrew dinghy drill at a nearby pool.

The "old man" of Ghost Squadron gunners is F/L R. N. Douglas, Edmonton, who is now gunnery leader. He joined the squadron in September, 1942, and is now the sole remaining gunner who was with the unit at that time.

Not long ago it was Sgt. Flewelling. Recently it became P/O Flewelling. Now it's F/L Murray Flewelling, deputy flight commander of the Bluenose squadron. Just another Calgary boy who made good.

"I'm dreaming of a quiet birthday," chants F/O W. E. P. "Red" Soeder, Saskatoon, Lion Squadron navigator. A year ago he celebrated his 25th birthday over Wilhelmshaven. The other night his crewmates wished him happy birthday over Leipzig. It was his 24th trip and his 26th birthday.

Mention the name Miller at Group H.Q. and people say: "Section Officer, Squadron

Leader or Wing Commander?" S/O E. K. Millar, formerly of Montreal, is the wife of W/C D. D. Millar, personal assistant to the AOC. He is group engineering officer and hails from Ottawa. S/L D. G. Miller, Iroquois, Ont., is group officer.

If they ever get around to a Bomber Group chess tourney open only to adjutants, Moose Squadron money will be on F/L A. B. Crawford, Willowdale, Ont. His star pupil is his rival Ghost Squadron adj., of the same station, F/L Dick Bowron, Biggar, Sask.

Fast on the trigger are a pair of gunners in the same Porcupine Squadron crew. They are Sgt. C. B. Schade, mid-upper, Creston, B.C., and Sgt. J. H. Bretsch, rear-gunner, Quebec City. On consecutive nights, attacking Leipzig and Stuttgart, their Halifax was jumped by enemy fighters. The gunners swung into action with such effect that the Jerries moved away to look for softer opposition. Another tail gunner from the same squadron, F/S J. G. McLaughlin, Winnipeg, had a crack at a F.W.190 during a recent jaunt to Berlin.

P/O Joe Corbally, Toronto, traded his W/O's coat of arms for a flat hat. He is an air bomber with the Lion Squadron.

## HEADQUARTERS

"DIDJA make the team, kid?" You just aren't in the social elite these days if you're not on a firewatch team. It's the thing to do, old boy. With pros playing with amateurs almost anything can happen.

The second edition of the roller skating season was a smasheroo according to those who attended. It may call for a third although all who bought tickets didn't take it in. George Alexander turned in a big and solid effort in organising it, so it calls for a big bunch of scallions for the sawjint. The officer attendance improved too.

The presence of the bar did much to mar the finesse of the skaters but equally did much to wipe away the pain of barked shins and—ahem!

F/L Cy Hanlon and Sgt. Doug Vaisey ought to be ashamed. They were distinctly told it was for ladies only. The former must have thought it was his chance to learn how to do those corners. Sgt. Groves seemed intent on learning the basic principles of the roller art as he nipped about with the pretty Limey instructor. Who learned what from who, Red? (Ed. note: Sgt. Groves was not a Wolf Cub.)

"Revue in Blue" is having a bit of trouble with the locale of their smash hit. It's off for a few weeks and is now tentatively scheduled for April 2. Keep it in mind, kiddies. It will be just that much sharper when it does go on in front of the footlights.

We overheard several worried W/Ds discussing those three new bathtubs lying dormant in the back hall of the L & R shack. They're afraid it may mean DROs will be making us take baths any day now.

Headquarters took it on the chin properly at Purley over the week end as they absorbed a beautiful 10-2 pasting from W/C Elms Mosquito hockeyists in the final of the Southern League. It was the second loss for the H.Q. men for they had lost the first of the best-of-three series 3-2 the previous Sunday.

No basketball for a few weeks until the gymnasium is evacuated. Super Dick Waide is hoping to have it cleared as soon as possible and there is a chance the games may go on a week from this Saturday.

## AUGSBURG POUNDED

(Continued from page 1)

Milford, N.S., could see a bright red glow from 90 miles off as they approached. "There was snow on the ground and lots of incendiaries burning," said the bomb aimer, W/O V. C. McDonald, Meota, Sask. "By the reflection of the red flames in the snow I could see lots of detail." Reid's crew bombed the centre of Augsburg and noticed that the fires here were more concentrated than on the outskirts. They saw plenty of night-fighters and flak, but ran into no trouble.

"We had no trouble locating the target," said P/O Harry Holland, Biggar, Sask., who piloted a Lion squadron Halifax. "I wish they were all as easy." His mid-upper gunner, P/O Len Webb, Geraldton, Ont., said the Pathfinders were "bang-on."

Other Canadians who took part in the attack included: F/O Gus Utaš, Lacombe, Alta., P/O Mike McCauley, Belleville, Ont., P/O Ernie Gruninger, Sunnybrook, Alta., F/S Norman Barlow, Toronto, P/O Steve Matchett, Baldur, Man., P/O J. D. Mawson, Kingston, Ont., P/O W. E. P. Soeder, Saskatoon, P/O H. B. Steeves, Calgary, Sgt. Norman McCaffrey, Hamilton, F/S J. D. Sheldrake, Toronto, F/O J. H. Sanderson, Toronto, F/O Bill Stephen, Ottawa, and W/O Louis Lebel, Quebec City.

## KEEPS HIS PERSPEX CLEAN



The mid-upper man in the big kites has the ringside seat on operations, and it is important that the turret be kept clear and shiny. P/O John Dan Brown, Calgary, takes a tip and goes over the perspex hood. Brown dropped a squadron leader's spot in equipment to remuster to aircrew. (Official RCAF Photograph.)

## RCAF RADIO MECHS BASH SETS IN INDIA

Chief of an eastern India radio location station, RCAF's F/L C. B. F. Stone used to be the radio engineer in charge of the Kingston, Ont., police department radio network.

Carrying through an extensive background in radio, F/L Stone joined the service in June, 1942, and after brief training in Toronto came to Britain in August of that year for a radio course. Last May he went to India.

As service manager of a Kingston radio repair store his duties included the maintenance of the police radio system.

On the same station is Cpl. A. M. House, St. Catharines, Ont., who also went to India last May.

Cpl. D. R. Small, Vancouver, used to work at a Japanese station when he was radio ham VE4AAM in Lashburn, Sask. Now he's working with Stone and House.

## CANADIAN SHARES BERLIN PROBABLE

Sgt. Bert Hague, Toronto, mid-upper gunner in a Halifax of a RAF squadron, shared a "probable" with a rear-gunner crewmate during a brush with a Focke Wulf 190 nightfighter on a recent attack on Berlin.

One of four Canadians serving in the crew, Hague saw his tracers score on the attacker after it had swept over the Halifax from behind and his rear-gunner had raked it on the way in to the attack. Another Canadian, F/O Johnny Strange, Winnipeg, who flies with another crew in the same squadron, reported on his return to base that he had seen an F.W.190 go down in flames at approximately the same time and place, 20 minutes before the bomber reached the Berlin target.

Other Canadians in the crew included F/S Keith Pettigrew, Regina pilot, and F/O Alex Pawliuk, Ispas, Alta.

## T.A.F. PEPPERS

(Continued from page 1)

Arthur, Ont., Mosquito bombers of a British and Australian squadron struck at targets in Northern France last Tuesday morning. According to W/O Keith McIntosh, Monkland, Ont., navigator who flew with the Aussies: "No flak and no cloud enabled us to sail right in. We went down in a 300-mile-an-hour dive to hit the target."

F/O Roy Osborne, pilot, Brantford, Ont., a former flying instructor at Summerside, P.E.I., and Aylmer, Ont., was making his first operational sortie with the RAF squadron. On his return Osborne told how his Mossie hit a bird, while skimming along over the Channel. The impact tore a hole in the leading edge of his starboard tailplane, which shook him slightly. He flew on to the target, however, and bombed it successfully.

P/O Grant Robinson, Kentville, N.S., and W/O L. G. McAllister, MacLeod, Alta., both navigators, also flew with the Australian outfit.

## FIVE CANADIANS TAKE TO WATER

Drake and Nelson would be proud if they could see the airman-seamen in a RAF marine craft unit of Coastal Command, operating out of a southeast coastal town where both set sails in many a former sea battle. In the unit are five Canadians, all senior NCOs, who are helping in the latest bit of sea-going history.

They are Sgt. K. M. Wakefield, Montreal; F/S R. J. Pollack, St. Catharines; Sgt. J. R. MacLean, Bayfield, N.B.; W/O N. R. Himmelman, Rose Bay, N.S., and Cpl. G. Sheldon, Rosemount, Que. The latter is a member of the RAF, joining the service in 1938.

These men set sail from this port in the little craft of the RAF, perky little launches hardly big enough to stretch your arms on. There are not many RCAF marine craft trades in Great Britain, scarcely more than a dozen all told. But their boats are familiar sights in Canada, where they are based along both seacoasts.

Sgt. Wakefield, only one of the Canadians who is not a coxswain, is a fitter. He was well known in canoeing circles before enlisting and played rugby with Montreal Westmounts. All are veterans of the merchant marine and Cpl. Sheldon served in the waters around Australia for 10 years and later with Canadian National Steamships before joining up.

## RCAF INTRUDER BLASTS ME. 410

F/S W. Williams, of London, the only RAF pilot with a Canadian Intruder squadron, and his observer, W/O R. Gurnett, Orilla, Ont., shot down an Me.410 and damaged an unidentified aircraft early on Wednesday morning.

They came on the first German plane as it was orbiting to land, scored strikes, but had to pull up before they could see the results. Then, as Williams circled for another try, the Messerschmitt loomed up ahead. The Londoner opened up and saw first one engine, then the other break into flame. The German kite fell rapidly to crash with a terrific explosion.

"Lucky 27," said F/S Williams. "Tonight's success makes up for the other 26 in which we failed to score."

The unit's enthusiasm for No. 27 dates back to the night W/C D. C. S. MacDonald, Vancouver, and one of his flight commanders, F/L Charlie Scherf, Glen Ennis, N.S.W., Australia, destroyed their first aircraft on their 27th operational sortie. The squadron has been hot ever since, for in the past 30 days its pilots have destroyed 13 enemy planes.

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Directed by FRANK BORZAGE

**His BUTLER'S SISTER**  
A NEW UNIVERSAL PICTURE

## NEW AIR ATTACHE

W/C Jean Paul Desloges, Ottawa, a veteran fighter pilot in the Battle of Britain and later instructor and recruiting officer in Canada, recently arrived in Algiers to take up his new post as Air Attaché at the Canadian Embassy which is headed by Gen. George Vanier.

Within a few days of his arrival W/C Desloges left on a tour of North African air bases.

## CLAIMS SCORE

F/S D. B. McCaffery, Eastview, Ont., is claiming strikes on an enemy nightfighter as a result of a recent trip to Berlin in a Bison squadron Halifax.

## ENTERTAINMENT GUIDE

THEATRES		LONDON PAVILION, Ger. 2992	
<b>HIPPONDROME.</b> Ger. 3272 Evs. 5.40; Weds., Thurs., Mats., 2.25. GEORGE BLACK tells <b>THE LISBON STORY</b> A Play with Music	<b>PALLADIUM.</b> Ger. 7373 Twice Daily at 2.30 and 5.20. <b>ALL STAR VARIETY</b> Max Miller, Ivy Benson & her Ladies' Band Webster Booth and Ann Ziegler, etc.	<b>MARBLE ARCH PAVILION.</b> May. 5112 TOMMY HANDLEY and EVELYN DALL <b>TIME FLIES (U)</b> Weekdays: continuous 11 to 10. Sundays: continuous 3.30 to 9.	<b>NEW GALLERY, Recent St. Reg. 6000</b> ARTHUR ASKEY in <b>BEES IN PARADISE (A)</b> Weekdays: continuous 11 to 9.30. Sundays: continuous from 3.30.
<b>PRINCE OF WALES.</b> Whl. 6581 Twice Daily at 2.40 and 5.20. <b>STRIKE A NEW NOTE</b> SID FIELD	<b>PRINCES.</b> Tem. 6596 Evs. 5.20 Mats Thurs and Sat., 2.15. FIRTH SHEPARD presents <b>HALFWAY TO HEAVEN</b> Bobby HOWES and Sydney HOWARD. "One long glorious laugh."—Evg. Standard	<b>NEW VICTORIA (G-B).</b> Opp. Vic. Stn. OLSEN and JOHNSON in <b>CRAZY HOUSE (U)</b> Doughboys in Ireland (U), News, etc. Weekdays: continuous 11.45 to 9.50. Sundays: continuous 3.30 to 9.	<b>ODEON, Leicester Square.</b> Whl. 6111 NELSON EDDY, SUSANNA FOSTER, CLAUDE RAINS <b>PHANTOM OF THE OPERA</b> (A) Showing at 10.45, 1.5, 3.20, 5.40, 8.0.
<b>SAVOY.</b> Tem. 8088 Evs. 5.30, Wed. and Sat., 2.15. FIRTH SHEPARD presents <b>MY SISTEN EILLEN</b> Sally Gray, Coral Browne, Max Bacon. A "Riot... intensely funny."—Star.	<b>STRAND.</b> Tem. 2660, 2nd Year. Evs. 5.20, Mats Thurs and Sat., 2.0. FIRTH SHEPARD presents <b>ARSENIC AND OLD LACE</b> Lillian Braithwaite, Mary Jerrold, Naumton Wayne, Frank Pettinell, Edmund Willard	<b>REGAL, Marble Arch.</b> Pad. 8011 ERROL FLYNN in <b>NORTHERN PURSUIT (A)</b> with JULIE BISHOP Beginning Fri., March 3 Times: 12.00, 2.00, 4.00, 6.00, 8.00.	<b>TATLER TH. (G-B).</b> Charing Cross Rd. ANGLO-SOVIET SEASON <b>THE PARTISANS (A)</b> The Amazing Exploits of Russia's Guerillas <b>A LAD FROM OUR TOWN (U)</b>
<b>EMPIRE, Leicester Square.</b> Ger. 1234 Continuous daily 10 a.m. to 9.30. GREER GARSON, WALTER PIDGEON in <b>MADAME CURIE (U)</b> 2nd week.	<b>GAUMONT, Haymarket.</b> Whl. 6635 TOMMY HANDLEY and EVELYN DALL in <b>TIME FLIES (U)</b> Weekdays: continuous 11 to 9.40. Sundays: continuous from 3.30.	<b>TIVOLI, Strand.</b> Tem. 5625 RANDOLPH SCOTT in <b>GUNG HO! (A)</b> Weekdays: continuous 11.15 to 9.30. Sundays: continuous from 3.30.	<b>WARNER, Leicester Sq.</b> Ger. 3423 ANNE CRAWFORD, DAVID FAIRBairn, FREDERICK LEISTER, MARY CLARE in <b>THE HUNDRED POUND WINDOW</b> Continuous daily from 10 a.m. Sundays 3 p.m. For times of showing see Daily Press.
<b>LEICESTER SQ. THEATRE.</b> Whl. 5252 DEANNA DURBIN, FRANCHOT TONE, PAT O'BRIEN in <b>HIS BUTLER'S SISTER (U)</b> Progs. begin 12.30, 2.35, 5.0, 7.25. Sundays: 3.30, 6.0.			

## SAME LEADER

While there has been a big change in air crew personnel of the Snowy Owl squadron, many having completed their tours in Africa, the squadron still has the same commanding officer, W/C Dan McIntosh, D.F.C., Regina, Sask. He became a Snowy Owl in Feb., 1943, as a flight commander and two months later took over command. He is now on his second tour.

## SNOWY OWL VETERANS

Although new to RCAF Bomber Group, many of the aircrew personnel of the Snowy Owl squadron have seen a good deal of service. These veterans include F/L Larry "Sea Level" Allen, Windsor, Ont.; F/L Dave Ramsay, D.F.C., Alberni, B.C.; F/L Bill Earl, D.F.C., Balmuccies, Sask., and F/L Keith Staunton, D.F.C., an Australian. All four have completed a tour. Three others have come in with the squadron. They are F/L Dave Dall, Calgary, adjutant; F/L Paul Green, Toronto, medical officer, and F/L Guy Money, Kirkland Lake, Ont., engineering officer.

## GREATNESS claims GREAT tributes!

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—Evening Standard.

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—Daily Express.

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—Sunday Graphic.

"Garson makes a GREAT story."  
—Sunday Express.

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—Reynolds.

N.B.—The continual recurrence of the word "great," and its derivatives, is not coincidental. It is inevitable!

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