



MOOSE FLY CANADIAN LANCERS

HOME-GROWN KITES IN DEBUT OVER MONTZEN

Bomber Group Hits Eight Targets in Germany, Belgium and France On Four Nights

ALL-CANADIAN FORCE OVER SOMAIN

The early hours of April 28, when Bomber Group's Moose squadron made history by flying a number of Canadian-built Lancasters for the first time on operations, stand out in the past week's strenuous bombing schedule. Products of Malton, Ont., the Lancers made an impressive mass debut at the marshalling yards of Montzen, in Belgium.

Tuesday morning, despite severe icing, Canadian heavies flew deep into Southern Germany to bash Karlsruhe. Early Thursday they plastered Essen and the railway yards at Villeneuve-St. Georges, near Paris. In the dark hours of Friday morning Bomber Group aircraft also pummeled Aulnoye in France and Friedrichshafen in Germany. And Monday morning the sun came up on desolation in the marshalling yards at Somain, near Lille. An all-Canadian force had demolished them during the night.

Big blast

All crews returning from Somain reported seeing a huge blast. "I think we can consider one more marshalling yard written off," said F/O Tom Rance, Alouette squadron pilot from Toronto. "Over the target area we saw one terrific explosion which lit up my instrument panel like daylight. This was followed by two smaller ones. Flames leapt high in the air, and from the orange-yellow color and the brilliance of the short flash, I would say we hit an ammunition dump."

The Snowy Owl, Lion, Blue-rose, Iroquois and Bison squadrons took part.

Montzen

The CO of the Moosemen, W/C Bill Pleasance of Calgary, was at the controls of a Canadian Lanc. Back from Montzen, he commented: "The aircraft handled beautifully; all kinds of speed; and the target was well pranged."

Returning airmen reported the Montzen target was obliterated. F/O Fred Lotz, Windsor, Ont., Bluenose bomb-aimer, said bombs were well concentrated. He saw numerous explosions and one huge fire.

The Canadian Lanc, skippered by F/L Arthur Byford, Ottawa, was put to the test by two Me210s near Montzen.

"They were skipping along the clouds about 1,000 feet below us," reported Byford, "and attacked about five minutes apart. The aircraft did everything I asked of it, and handled perfectly during the evasive action."

P/O Henry Ridley, Oakville, Ont., of the Bluenose Squadron, saw an enemy fighter shot down. (Continued on page 6, col. 5.)

RCAF Smash Sixth Victory Loan Goal

With applications still coming in from Canadian airmen stationed in United Kingdom, Iceland, Gibraltar, Italy and the Far East, the RCAF overseas reached their goal of \$1,000,000 in the Sixth Victory Loan drive early last Tuesday.

Target for the loan was \$250,000 more than in the Fifth Victory Loan and was reached within only three-quarters of the allotted time. The committee reported that the receipts were received from 7,000 subscribers, an average of \$133 invested by each subscriber.

A great deal of the credit for the success is due to efforts of the staff at a reception depot where airmen report on arrival from Canada. The committee, headed by G/C J. A. Hutchinson, of Edmonton, the commanding officer, pressed the drive with outstanding success and sold over \$300,000 in bonds.

The enthusiasm shown by Canadians overseas has caused numerous squadrons to claim the distinction of being the first to have smashed the targets set. Among those claiming the honor

CAPITALIST

F/O C. A. "Cy" Birge, Oakville, Ont., will henceforth be known by his mates as the man who floated the Sixth Victory Loan.

To the administrative officer goes the distinction of being the largest purchaser of Victory Bonds in the RCAF. Birge has plunked down an order for \$25,000 worth. Cor lumme!

BEAU BAGS 2 IN 11 MINUTES

Twice in 11 minutes last Saturday night raiding German bombers were knocked out of the sky by S/L D. J. Williams, DFC, Vancouver, an ex-bomber pilot now flying a Beaufighter with the RCAF Lynx Squadron.

Williams and his observer, F/O C. J. Kirkpatrick, Westdale, Hamilton, closed in on the first Jerry after it had been caught and coned by searchlights. The raider, a Dornier 217, twisted violently in an effort to shake off the Beau, but was sent crashing in flames.

The Canadians stalked the second bomber out to sea, and after a burst of fire to which the German pilot made no reply, saw it dive steeply and hit the water "with a hell of a smash."

TRAINER RAMS NAZI FIGHTER

Canuck Trades Life for German's to Save Students

An RAF Training Command officer paid tribute this week to 20-year-old P/O George S. Moore, Penticton, BC, who rammed and destroyed a German fighter-bomber over Britain the night of April 28 and paid for the victory with his own life.

Said he: "Unarmed, unprotected, flying alone in a training plane as a learner pilot, he fought a high-speed German fighter-bomber—a Nazi spy raider. He won the fight and lost his life."

Moore was one of several pilots on a night fighter exercise. The exercise was over shortly before dawn when he was spotted and stalked by the German raider. Nazi slugs ripped through the fuselage of his trainer as the enemy whipped past. Immediately, Moore knew what he would do, and as the Nazi pilot banked for a second attack he pulled his own machine around, opened the throttle and butted head-on into the enemy.

Entangled and flaming, both fell to the ground.

FAST BOMBERS PLASTER HUNS

Widespread attacks by RCAF Typhoon and Spitfire formations continued throughout the week. The bomb-carrying fighters roared over the Channel almost daily to hit scattered military targets in the north of France.

On Tuesday, Canadian Typhoons, led by W/C R. T. P. Davidson, DFC, Vancouver, were out following a series of fighter sweeps, one of which surprised some 200 German troops busy planting mines. One pilot went down to 50 feet to score shell strikes on the troops and a truck.

Again Wednesday, pilots of an RCAF Typhoon wing plastered targets in France, encountered no enemy fighters and flew through a little light ack-ack fire as they left the target area. "I saw bombs burst right in the middle of a bridge," said P/O Maurice Laycock, Fairy Glen, Sask. "After we hit the target we flew along at zero feet, and I saw men in the fields below wearing shawls, apparently to make us think they were women, but as they ran along we could see they were not wearing skirts."

HIGH COMMAND INSPECTION



Gen. Dwight David Eisenhower, Supreme Allied Commander, takes the salute from airmen of one of the squadrons of the RAF 2nd Tactical Air Force in Britain on a recent airfield inspection. On the General's left is G/C C. R. Dunlap, CBE, Vancouver; on his right Air Marshal Sir A. Coningham. To his extreme right is the Air Chief Expeditionary Force.

(Official RCAF Photograph.)

EISENHOWER VISITS TAF

Invasion Generalissimo Speaks to RCAF Pilots

Informal chats with Canadian pilots marked the visit of Gen. Dwight David Eisenhower to airfields of the 2nd TAF, where he saw the forces engaged on the pre-invasion air battle. Air Chief Marshal Sir Trafford Leigh-Mallory, AOC-in-C of the AEAFF, was among the high-ranking RAF and RCAF officers accompanying the invasion chief.

Eisenhower saw the beginning and end of fighter operations. At one airfield he listed to the briefing of pilots about to fly over Europe. At another he heard pilots returning from a similar mission interrogated by intelligence officers.

He showed considerable interest in the work of Canadian squadrons and spoke to pilots of a Typhoon squadron at a wing led by G/C Paul Davoud, DSO, DFC, Kingston, Ont.

"You are now all members of a team in which you are an indispensable part, and in sharing operations with that team your (Continued on page 6, col. 3.)

Johnson's Spit Wing Gets Five Near Laon

RAF Ace Leads Canuck Charges, Adds Two to Personal Score

Six FW190s sighted; five destroyed. This was the result of a fighter sweep last Tuesday by an RCAF Spitfire wing under W/C I. E. Johnson, DSO with Bar, DFC with Bar, in the vicinity of Laon, France. The RAF ace added two of the five to his personal score, raising it to 27 enemy craft destroyed.

Shared

One each fell to F/L Don Walz, Moose Jaw, F/L Hugh Russel, Westmount, Que., and the fifth was shared between P/O J. W. Fleming and F/O Lloyd Plummer, both of Toronto. Another FW was seen to go down, but has not been credited.

Walz caught the first glimpse of the Focke-Wulfs when they were 15 miles away, and the Spits rushed to attack before the Germans knew they were there.

Fast Work

It was all over in three minutes. W/C Johnson got his first with a short burst and chased the second for a few miles before it went down. F/L Russel, younger brother of W/C Dal Russel, DFC with Bar, let his 190 have a short burst, saw smoke pour from it, then fall burning to the ground. It was his second kill.

Plummer and Fleming, who

REGINA ACE NOTCHES ONE ON SECOND LEG

S/L H. W. "Wally" MacLeod, DFC and Bar, Regina, destroyed a Do.217 on a recent sweep over France to celebrate his return to a war front after a stay in Canada. It was the first enemy plane he had seen since he left Malta. He shot down an enemy kite on his last flight in that theatre. The Do brought his score to 14 destroyed.

When he was sent home on an operational rest after a hectic summer in Malta in 1942 he was the highest scoring RCAF fighter pilot. Shortly after his arrival back in England he was placed at the head of an RCAF Spitfire squadron.

were schoolboy friends in Toronto, teamed up to finish their FW. Said Plummer: "We chased him for a few miles on the deck through a couple of gullies. Jake (Fleming) blew the hood off and I got the starboard wing. The pilot baled out and his kite crashed into a house."

Three of the Spitfires are missing.

Yorkton Flier Wins GM for Rescue Job

The George Medal has been awarded to F/O G. C. Abel, Yorkton, Sask., and the MBE to S/L R. C. Scott, Waterloo, Ont., for saving the lives of two rear-gunners, trapped in the wreckage of flaming bombers.

S/L Scott, engineering officer at a RCAF bomber station, was decorated for rescuing a trapped rear-gunner from a wrecked Halifax in spite of the danger that flames eating along the fuselage might touch off the petrol tanks.

When the bomber cracked up, Scott was one of the first to arrive on the scene. He immediately took charge of the rescue party and entered the blazing fuselage from the front. At first he was driven back by heat and smoke, but eventually reached the tail turret and passed the injured airman out through a hole in the rear. "He was undoubtedly responsible," says the London Gazette, "for saving the airman's life."

F/O Abel is cited for a similar act of bravery in smashing the rear-turret perspex with his bare hands to rescue the rear-gunner seconds before the aircraft

blew up when the first bomb detonated. The plane was taking off on an operational trip when the pilot was forced to make an emergency landing.

On touching down the bomber caught fire and the crew, having taken crash positions, scrambled out through the emergency exits. Abel was 60 yards away when he realized that the gunner hadn't got out. The flames had spread, ammunition was exploding and the petrol tanks and bombs were threatened.

Says the Gazette: "F/O Abel, ignoring the immediate danger, returned to the aircraft, calling on the other members of the crew to follow him. The rear-gunner was discovered trapped in his turret which, together with the exits, had become jammed. Efforts were made to turn the turret, but this the rescuers found to be impossible. F/O Abel then smashed the perspex with his bare hands and succeeded in dragging the rear-gunner clear of the wreckage."

When they were 20 yards way the first bomb went off and the Wellington was completely destroyed.

WINGS ABROAD

Published weekly at RCAF Headquarters Overseas. Postal Address: RCAF Headquarters, 20, Lincoln's Inn Fields, London, W.C.2.

EDITORIAL

COASTAL COMMAND

[This is one of a series of editorials written for WINGS ABROAD by officers of the Directorate of Public Relations who are serving in the field. This week's contribution is from F/O R. J. Moir of Coastal Command.]

Most of the praise given RCAF flying personnel must, in the very nature of the spectacular work they do, be accorded to the air crews of Bomber Command and pilots of Fighter Command. It is just and fair that their remarkable skill and courage should be so recognized. But there is the danger that, in praising them, we overlook the work of the men in Coastal Command.

To most of us, our first glimpse of Coastal Command came when comforting Liberators shepherded us safely across the Atlantic. Since then we may have forgotten. But airmen of Coastal Command fly in the most tedious conditions, and their operations are frequently as hazardous as those of the heavy bomber boys.

It's serious business, flying patrols of more than 20 hours in the foul weather of North Atlantic in midwinter. But that is just what the Catalinas and Liberators and Sunderlands do regularly.

It's no picnic to swoop down on a German convoy protected by flak ships and shore batteries along the coast of Norway or Holland. But Beau- do that regularly.

No aircrew will contend that it is either safe or easy to dive-bomb Nazi shipping in enemy waters in slow Albatrosses. Yet Coastal Command pilots do that too regularly.

In weather that would ground the aircraft of most branches of the service, through flak defences that would faze even veterans of the Ruhr and Berlin, aircraft of Coastal Command carry on their task, month after month—the forgotten arm of the Air Force.

In a bitter fight with the U-boat fleet, Coastal Command has come out victorious, although many of its crews have paid the final price for that victory. Along the enemy shores the wreckage of a tragically high number of kites bears witness to the price Coastal Command has paid.

Let no one, therefore, envy the fliers of Coastal Command. They have a dirty, dangerous job to do—and they do it. What is more, they do it with an efficiency that is not surpassed in any branch of the service.

CASUALTIES

- KILLED IN ACTION. N. J. Davidson, F/O, Toronto; J. McD. Dempster, DFM, F/O, Vancouver. PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. L. W. Powell, DFC, F/O, Edmonton. PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. V. M. Goldstone, W/O, Brandon, Man.; R. C. Jacobs, F/S, Windsor, Ont.; J. A. M. Philoitt, F/S, Port Hawkesbury, N.S.; T. P. Scandimio, W/O, Toronto; J. Alken, Sgt., Toronto (R.A.F.); J. E. Nicholls, Sgt., Souris, Man. (RAF). DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION. W. R. Sugzitt, S/L, Toronto. MISSING. S. Jacques, F/S, Toronto (RAF).

R.A.F. & R.C.A.F. OFFICERS UNIFORMS Complete Kits in four days

HERBERT CHAPPELL

ESTABLISHED 1867.

58, Conduit Street, London, W.1. 50, Gresham Street, London, E.C.2.

Rehabilitation

How Long Will Post-War Grants Last?

This is the fifth of a series of official articles on the Canadian rehabilitation program for Service Personnel. The sixth will appear next week.

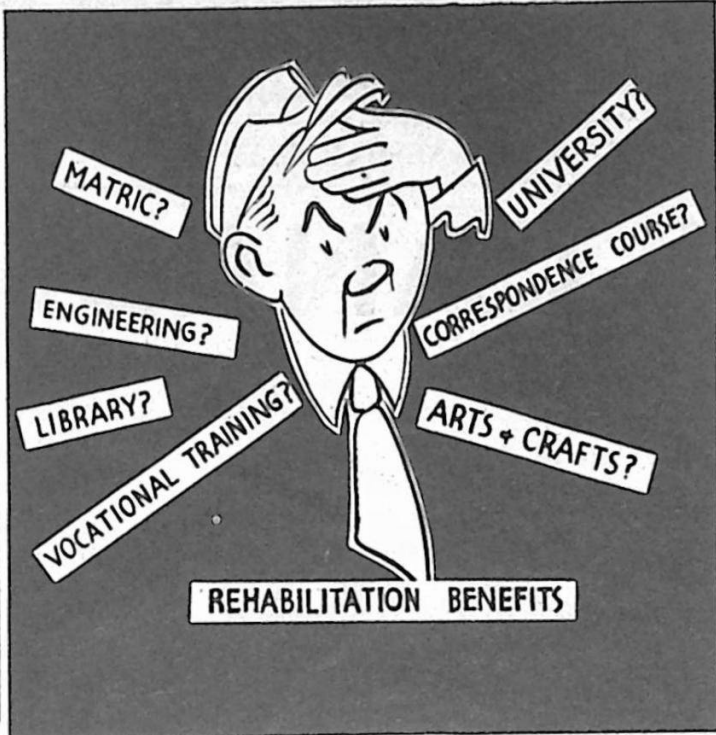
Q. How long can I draw unemployment benefits under this order?

A. The Order makes provision for unemployment benefits for a maximum period of twelve months, or the period of service, whichever is less, within the first 18 months after discharge.

Q. Could I continue to draw these benefits for the full period if I make no effort to find work?

A. No. There is a provision in the legislation which permits the benefits being cut off in the same way as unemployment insurance benefits may be cut off. Canada's rehabilitation program is designed for those ex-service personnel who want to help themselves. The out-of-work benefits will not be regarded as a dole or a right.

Q. If I am an office worker and refuse to accept work at



heavy labour, will this debar me from securing out-of-work benefits?

A. No. Those entitled to out-of-work benefits are ex-service personnel who are fit and available for work, but for whom no suitable employment is available. Obviously an office worker is not suited for a job digging ditches.

Q. If no suitable work is available for me over a period of time, what will be done?

A. Canada has made a wide survey of employment opportunities. One solution would be to have a training counsellor discuss these with you so that you may be given the opportunity to take training for suitable work on vocational training grants and allowances.

Q. If I start to work and my health becomes bad and I am temporarily incapacitated, what happens?

A. Under these conditions, you can draw grants under the Post-discharge Re-establishment Order, if treatment of hospitalization is not necessary or admissible.

DCs STRADDLE NAZI U-BOAT

Demon Squadron Wimpy Sights Sub in Biscay

A German U-boat has been hunted down in the Atlantic and attacked by a Leigh Light Wellington crew of the RCAF Demon Squadron in Coastal Command. The aircraft was captured by F/O Owen G. Campbell, Qu-Appelle, Sask.

The Canadian flew through a heavy ack-ack barrage to hit at the target, and depth charges released from a low altitude were seen to straddle the sub. The U-boat settled low in the water immediately after the charges exploded. It was the first sighting for Campbell, who had completed 29 anti-sub and convoy patrols, and his crew.

The enemy was sighted in the Bay of Biscay travelling at a speed of eight knots. Ack-Ack flew up at the Wimpy shortly after the sub had been sighted and the front gunner and rear-gunner answered fire, scoring repeated hits on the conning tower and deck of the U-boat.

"We circled the area and then attacked a second time with machine-gun fire," Campbell said. "The U-boat, during this attack, didn't reply, and I think our gunners must have shot some of the Nazis into the sea. The sub was sitting very low in the water by this time, and eventually disappeared entirely."

The aircraft circled the area for some time, but no further trace of the enemy could be found.

TEACHES SPROGS PARATROOP GEN

As navigational officer of an RAF squadron which makes a specialty of paratroop and glider operations, F/O J. H. T. Snow, Innisfail, Alta., will carry a heavy responsibility when the invasion of Western Europe gets under way.

Hardly a sprog, navigator Snow guided a paratroop carrier to its rendezvous near Syracuse on the east coast of Sicily the night of last July 9-10.

"We were operating out of North Africa then," he recalled. "It would have been a shorter trip from Malta, but the airfields there were so jammed with fighters there was no room for anybody else. It was a pretty interesting assignment, beginning on the start of the show lilly that. We had trouble with high weather on the way in, though. The wind was high and kept blowing us off our course. It kept me busy keeping us going in the right direction."

Snow returned to Britain in October to put his experience to work in training other crews. RCAF men from all parts of the Dominion are serving in the same squadron, among them the following Alberta fliers:

W/O Chilbeck, navigator, Vegreville; F/S L. R. Bunn, gunner, Calgary; F/O W. M. Schierer, pilot, Ponoka; F/O Hugh A. Doherty, navigator, Mannville; F/O R. N. Bassarab, navigator, Gleichen; F/S J. R. Wright, gunner, Cardston; F/S R. G. Thorburn, pilot, Stettler; F/S J. E. Seedhouse, gunner, Enthistle; and W/O T. Patterson, WOP/AG, Edmonton.

BUSY BEE

Since leaving school in Wawota, Sask., in September, 1941, W/O Richard Hyde has been a busy man.

He has been awarded the DFM, has done a tour of operations as an air gunner, and has been to Essen, Hamburg, Gelsenkirchen, Berlin, Hanover and other German targets. He has weathered about a dozen nightfighter attacks and scored one damaged.

Now he has passed a selection board and remustered to pilot. And he is twenty years old.

CANADA'S OLDEST BANK

At your service HERE—AS AT HOME

BANK OF MONTREAL

9, Waterloo Place, S.W.1 47, Threadneedle Street, E.C.2 LONDON

Incorporated in Canada in 1817 with Limited Liability.

NINE CANADIANS INCLUDED IN WEEK'S LIST OF HONORS

Ruhr Dam Buster Gets Bar to DFC for Low-level Operational Work

S/L J. C. McCarthy, DSO, DFC, St. James, Long Island, who flew with W/C Guy Gibson's task force that blasted the Mohne and Eder dams last summer, has received a bar to his DFC. The bar has also gone to F/O James R. Hughes, DFC, Worthwood, Ont., for successfully attacking a heavily escorted enemy convoy, of which one ship was seen to explode and catch fire. Six DFCs and one DFM complete the list of awards gazetted this week.

Got back

Although his aircraft was hit by enemy fire, and one of the engines failed, Hughes made good his return to base and effected a successful emergency landing. His navigator, an RAF flying officer, was awarded the DFC.

S/L McCarthy's citation encourages which, combined with his unflinching devotion to duty, has contributed much to the success achieved." Since receiving the DSO, McCarthy has taken part in many hazardous low-level operations.

Immediate DFCs have gone to S/L Hal Lisson, Edmonton; F/O C. G. Finlayson, Victoria, BC; F/O A. E. Franklin, Zealandia, Sask.; F/O E. A. T. Taylor, Vancouver; F/O N. M. Sharer, Toronto, and W/O D. F. Robertson, Sault Ste Marie, Ont. Sgt. H. Glass, Toronto, has been awarded the DFM.

Intruders

Lisson and Finlayson are both City of Edmonton squadron veterans. Finlayson, an observer, helped in the destruction of three enemy aircraft at night and two by day, while S/L Lisson, who commanded the unit for a short period, is credited with two kills, both by night.

Of Franklin, the Gazette says: "He has displayed great courage and coolness and his high standard of navigational ability has contributed materially to the many successes obtained." Taylor, detailed for a met flight one night in March, 1944, completed his assignment and then flew on to shoot down two Ju52s.

Crewmates

Sharer and Robertson were mid-upper gunner and pilot respectively of a Thunderbird squadron Lancaster detailed to attack Stuttgart one night in

BOMB AIMER FINDS APRIL POOR MONTH FOR TRAVEL

In each of the past two years the month of April has been so eventful for F/O Cecil Mohs, Edmonton, that next year he plans spending the 30 April days in bed.

With a RAF Wellington bomber crew in Italy, he was on a do over Budapest last month. He had just let go his bombs and given the nod to W/O George Arnott, Elk Point, Alta., navigator and only other Canadian in the crew, when he happened to look at the fuel tank indicators. They pointed to "Empty."

The skipper took a calm view of the situation and decided to keep on flying just in case the gauges were playing tricks. But he explained they might have to bale out. He instructed Mohs to cut in an emergency tank that would give petrol for at least an hour. They headed

for base, which was more than three hours away, knowing they couldn't make it.

As they jugged on, first one engine and then the other cut, but the skipper nursed the kite along until they were over the Adriatic. Then he decided to ditch. The bomber sank in 45 seconds, but not before all in the crew had managed to get into the dinghy. It was 03.45 in the morning. They passed the dark hours debating the mystery of the suddenly vacant gas tanks.

A year ago, toward the end of April, Mohs was on a small ship which was torpedoed in the Atlantic. Of 35 persons, including one woman who got into one lifeboat, he was the sole survivor.

Next April the rotund bomb-aimer just doesn't want to be disturbed.

POTINS et NOUVELLES

On réalisait à Londres, cette semaine, aux studios Pathé-Gazette, un film sujet-court sur l'escadrille "Alouette." Voici à peu près le scénario: un équipage canadien-français, nouvellement arrivé en Angleterre; est à l'entraînement... le sergent-pilote rencontre par hasard un vétéran de l'escadrille, qui lui raconte la campagne d'Afrique; le sergent-pilote et ses camarades décident d'être affectés à l'escadrille "Alouette"... ils réussissent. Scènes typiques de leur nouvelle vie, raids, dialogues, etc...

A/M'S MESSAGE

When word reached Canada that the RCAF Overseas had topped its sixth Victory Loan objective of \$1,000,000, with 22,000,000, the following message was sent to the RCAF Overseas, now on temporary duty in Canada, immediately cabled the following message to RCAF Overseas HQ, London. "Hearty congratulations to all concerned in splendid showing Victory Loan Campaign."

Récemment, et peu après son retour du Canada, le mitrailleur René Leclerc, de Montréal, recevait son brevet d'officier. Il enseigne aujourd'hui le tir aux aviateurs de l'Aéronavale Française. L'officier-pilote René Leclerc porte l'étoile d'Afrique avec rosette d'argent, après une tournée d'opérations avec des Wellington-torpilleurs d'une escadrille de la RAF, située à Malte.

Le sergent Robert Morin eut l'occasion, cette semaine, de rencontrer son beau-frère, le capitaine Jacques-Alaire, de Joliette, qui est officier dans un bataillon canadien-français en Angleterre. Le sergent Robert Morin était en permission avec un autre mitrailleur de ses amis, le sergent Charles Arcand. Les deux sont de Montréal.

Dans une école préparatoire au vol de guerre, cinq Canadiens français terminaient dernièrement leur entraînement: pilote, le sergent Pierre Lavoie, navigateur, le sergent Paul Nault (d'Ottawa), et le sergent Jean-Paul Lalonde, bombardier. Mitrailleur sans-filiste, le sergent Roger Noisoux, de Sherbrooke, et mitrailleur, le sergent Gaston Rochon, d'Ottawa. Ils sont tous enthousiastes après cette période de préparation, prêts à se rendre à une escadrille. Peut-être les Alouettes.

Les sergents Ernest Thivénin et Jean-Marie Charette passaient à Londres après un séjour assez prolongé en Ecosse. Ils ont complété leur entraînement de mitrailleurs sans-filistes.

FIGURE FLIERS

At least two members of the City of Edmonton Squadron are former accountants and the two form an intruder crew.

The pilot is F/L Ed McGill, who worked for the International Nickel Company at Sudbury, Ont., before enlisting, and his navigator is F/O Frank Henderson, Toronto, who was in the accounting racket on his own.

BUFFALO UNIT HITS SHIPPING NEAR NORWAY

Beaufighter Pilot Strikes At Escorting Hun Destroyer

In a shipping attack off the Norwegian coast F/O J. Keefe, Wainwright, Alta., saw his cannon fire and bombs hit a Nazi destroyer and as he turned his Beaufighter for home his navigator, W/O B. G. Steed, Windsor, Ont., reported the ship on fire.

When he landed, his plane was perforated by 15 small bullet holes, flak holes in the tail and one main gas tank, and the flaps and brakes were US. The technical officer said the kite wouldn't have been another 10 minutes in the air without the damaged tail piece falling off.

Escorted

Keefe described the action in which Beaufighters of the RCAF Buffalo Squadron attacked a 14,000-ton merchant vessel guarded by a destroyer and at least a dozen enemy fighters.

"We first saw our target when we noticed the smoke from the convoy and the covering fighters about six miles away," he stated. "I was flying number three to the Winco in our first wave and we stayed right at zero feet until we were two miles from the target. Then we climbed to attack while the W/C gave us our last minute instructions. I remember his last words: 'This is the kick-off, let's go and don't let the fighters worry you.'

Raked Decks

"I saw the fighters circle around to get on our tail," Keefe continued. "As we dove to attack I lost sight of them. The Winco took the merchant ship and I took the destroyer. I had a bit of luck. My cannon fire went home on her decks and must have interfered with her gunners, and I got bomb hits along her waterline.

"Just as we broke off the attack the intercom went out of action and at the same time a fighter got on our tail. I didn't know it until the bullets and tracers started to hit us. I could both hear and feel them.

"Steed directed our violent evasive action by the intercom buzzer, but I didn't know what kind of a fighter was after us. I did a diving turn to escape just as a long burst got us in the tail, and I thought we were done for."

Over his base Keefe had the choice of landing with his wheels down and doing a ground loop or with wheels up and doing a belly landing. He chose the first method, and after skittering along the airfield came to rest at his own dispersal point.

FAST WORK

W/C Keith Hodson's airfield went under canvas late one afternoon. That same evening personnel gathered in a blister hangar for a band concert and movie. Credit for the speed with which entertainment was laid on goes to Canadian Legion supervisor, Russ MacLeod, Westmount, Que., and his staff of Cpl. Hugh Robicheau, Metigan, NS, and LAC Pil MacLeod, also of Westmount.



INDIGESTION?
-no thank you!

Two Moorland Tablets are all you need in order to enjoy your meals without fear of gastric trouble.

Read what this soldier writes to us—

"I have suffered from Gastritis for years and on joining the Forces I had to enter hospital for treatment and diet. On discharge the trouble recurred, but I was recommended to try 'Moorland' Tablets. I can safely say I am now much better than I have been for ages, thanks to 'Moorlands'."

(Signed) Cpl. H.E., R.A.O.C.

Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorlands—that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc. Sold at all Chemists, 1/5d., also in 6jd. packets (incl. tax).

TEN IN EIGHT



Ten German kites in eight days is the total rung up by these four pilots of the City of Edmonton Squadron. They are: S/L Howie Cleveland, DFC, Vancouver; F/L Jimmy Harper, Rossland, B.C., with one finger aloft for each victim; F/L J. B. Kerr, Trenton, Ont., and F/O G. M. Jasper, Long Beach, Calif.

(Official RCAF Photograph.)

CITY OF EDMONTON SQUADRON KITES SHOOT DOWN 34 JERRIES IN 87 DAYS

In the 87 days from January 21 until April 16, the City of Edmonton Intruder squadron destroyed 34 German aircraft in the air, to become one of the hottest intruder squadrons in the history of the business.

Known before as a workmanlike outfit, with a creditable number of victories, the City of Edmonton squadron, in addition to their record number of kills, left 24 enemy machines burning on the ground, and probably destroyed or damaged many others during their 87-day blitz.

Bad Start

In the first three weeks of the new year hunting was poor. It was not until January 21 that Lieut. J. Luma, Helena, Mont., with F/L A. Eckert, Seaforth, Ont., as his navigator, destroyed an Me210 near Wunsdorf, to register the first victory of the year.

The Edmonton boys' string of victories rose to a roaring crescendo in the eight-day period, April 9-16, when they destroyed 10 Nazis in the air, and left 11 burning on the ground.

The eight-day jamboree started on the afternoon of April 9, when F/O H. Ford, Lacombe, Alta.,

and G. N. Miller, Edmonton, with F/Os J. Clarke, Ottawa, and G. D. Miller, Vancouver, as navigators, made a daylight trip to the Toul and St. Dizier area. They left two Focke-Wulfes burning on the ground, and damaged three more 190s and another unidentified aircraft.

Night Job

On April 11, F/O Herb Jones, Salmon Arm, BC, and his navigator F/L A. Eckert, Seaforth, Ont., set out on a night trip to the Munich area. They encountered an FW190 and the enemy went down in flames.

At the same time W/O Mery Simons, Vancouver, and his navigator, P/O J. Sharples, Toronto, located a Junkers 188 in the Ober Olm area. They badly damaged the Nazi and it was listed as a probable.

Visiting the Verdun area during the course of an extended night trip, F/O C. M. Jasper, Long Beach, Cal., and his navigator F/L A. Martin, Ottawa, reported the destruction of another FW190.

Clean Job

The same night the Flying Millers were getting another

stab at Jerry by making the long trip to Kolberg, near the Baltic Sea, to destroy a Heinkel 111 in the air, and probably destroy a Heinkel 177 and an unidentified aircraft.

On Friday, April 14, S/L R. Kipp, Kamloops, BC, and F/O J. Caine, DFC, Edmonton, with F/O P. Huletsky, Montreal, and P/O Earl Boal, Regina, Sask., as their navigators, flew almost all the way to Sweden to destroy four Junker 52s in the air, and leave a Heinkel 111, two Dornier 217s burning on the ground at Kastруп, near Copenhagen.

Wind-up

On the final day of the eight-day spree, four Mosquitos took off soon after lunch. They returned after a five-hour trip to report three destroyed in the air and seven left burning on the deck.

F/L J. Harper, Rossland, BC, and his English navigator, destroyed a Caudron in the air and left two others burning on the ground. At the same time S/L H. Cleveland, Vancouver, and F/L J. B. Kerr, Trenton, Ont., with English navigators, raised a furore with enemy aircraft at Toul and Thionville.

EXPENSIVE TURKEYS

W/C Lloyd V. Chadburn, DSO with bar, DFC, Aurora, Ont., rounded up his Spitfire pilots the other day for a pep talk.

"I've got 30 quid invested in you turkeys," he told them, "and I don't want to lose it."

Takers, each with a ten pound packet, are W/C J. E. Johnson, DSO with bar, DFC with bar, and his two Canadian squadron leaders. "Chad" collects if his wing has written off more Jerries than Johnson's within one month of the invasion.

"If I don't win," he warned, "there'll be a lot of posting going on around this field."

BASEBALL NATIONAL SPORT OF RAF UNIT

Sport-minded pilots of an RAF squadron in Assam include so many Canadians that when talk turns to their national game they chatter baseball and not cricket.

Canadians have started their own baseball team which plays local squadrons to whom they have taught the game. They hope to meet an American squadron soon. W/O J. N. Parrish, Listowel, Ont., organized the team and persuaded English and Australian pilots to join the Canadians on the diamond. The diamond is on the same field from which they fly to attack Jap forward positions.

SKILLET SLICKERS REACH UK AFTER 2 YEAR COOK'S TOUR

The last two years with Cpl. Pat Campbell, Hamilton, and LAC Gerry Jones, Kincardine, Ont., reads like a Cook's tour. It should, because the boys heaved hash for the City of Windsor Squadron from Tobruk to Alamein and back again to Italy.

The itinerant cooks, recently arrived in England, went to Sicily with the invasion barges, flew to Italy with the advance force, and lit the deck more than once at the whistle of enemy HE. Although one night they might well have remained perpendicular. The Italians came over and bombed their drome in Africa for two hours and didn't even hit the field.

Thirty miles from Soussie their gas stove sprang a leak and blew up, taking the mess tent and rations with it. From then on, until they landed in Italy, the boys did their cooking over trench fires in the sand.

What impressed them most was the flak thrown up by the thousands of ships, landing craft, etc., at the invasion of Sicily. "Our field was right near the shore," they said, "and the AA which poured up from the shipping lit up the place like day."

When asked what cooking problems they ran up against out there they chorused, "We had no problems as long as the can openers held out."

POETIC

F/S F. G. "Frosty" Mann, Augustville, Alta., pilot with a RAF Halifax outfit, was a bank teller before he enlisted, but his mates think he should have tried writing poetry. On his return from a recent raid he said the target looked "Just like a flower in spring."

Mac's Originals

With one accord, we men of Mac's entourage raise hearty howls of acclaim to the kitchen staff for their mighty and successful efforts. They do a job of which all are proud, and now and then it is realised by the owners of the heavy appetites that they wouldn't get very far without the cooks.

F/L Foreman's organisation is an admirable one, and he is getting real assistance from F/S Strang and Sgt. Stradiotti. But most of all we appreciate the work of our brother erks. Perhaps there is a lot of crabbing about the stuff that's served but deep down it is realised that you are doing your darndest. Chins up, cooks, and don't walk on the flowers.

Browsing around the outfit we hardly know ourselves. F/S "Wey" mark with Sgt. "Carp" Carpenter are in charge of an outfit all their own. F/S Mel Rutley has himself a brand new sergeant to take the load off his shoulders. Don't let Mel show you anything else but what applies to electricity, Murray. The instrument section, too, has a new sergeant to lead it on to victory. Congrats, Deary. Now you'll be able to tell Doug Bruce a thing or two.

Sgt. Thom Lannigan and Cpls. Ken Wallace and Adelman are all back with us again after existing through a more or less strenuous setting up course. And are they set up? "Lanny" whips that old junior NCO's course about like a veteran. And after they all are through they look just as sloppy as when they started. "Who said that?"

Cpl. Wallace says that his red nose is only from sunburn. —Sitch.



THIS is the symbol of Imperial Chemical Industries, the great British chemical combine known familiarly throughout the world by its initials "I.C.I."

I.C.I. is the largest producer of heavy chemicals, dyestuffs and organic chemicals in the British Empire. The number of its products is legion and its sales organisation world-wide. The I.C.I. policy of long range research keeps the corporation ahead of competition and leads to the great discoveries which benefit mankind. Its symbol stands for the best that chemical industry can produce.

IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1

Intuition Patrols Pay Off for Coastal Crew

But for the sharp eyes of two Canadians in the crew of a Coastal Command Halifax, a Nazi submarine would have passed undetected recently to the comparative safety of port. As it turned out, the U-boat was neatly straddled with bombs in the face of an intense barrage from the deck guns.

First Clash

F/O George Owens, Toronto, was the navigator-bomb-aimer, and the second dickie was F/O Frank J. Rush, Spiritwood, Sask. Neither had ever before attacked a U-boat, although Owens was on his second tour (having completed 74 anti-sub expeditions), while Rush had flown 25 similar patrols.

Once their luck turned, however, it continued to hold good. On another occasion they hunted down a medium-sized merchantman and two German flak ships. Both times the enemy targets were located and attacked while Owens, Rush and the rest of their RAF crew were doing some "overtime" flying, or "intuition" patrols as the boys call them.

An intuition patrol, as Owens explained it, is flown after the routine patrol for which the fliers had been briefed is completed. If, at such a time sufficient gasoline remains in the tanks the boys do a bit of freelance hunting before returning to base.

Sub Sighted

"The night we found our first enemy sub," said Owens, "Rush and I both saw it at the same time. It was fully surfaced, travelling at about 15 knots. We illuminated the target, but Nazi gunners were at their posts on the deck and opened fire immediately."

The enemy's fire was accurate enough, but most of it was bursting just beneath the Halifax. The skipper took evasive action and attacked, accurately straddling the conning tower.

Attack number two came when Rush, from the second pilot's seat, spotted the wake of a ship ahead. The sea was calm, visibility excellent. As the Halifax closed range to investigate another target appeared—two German flak ships escorting a merchantman and headed for port.

Signals

A white light started to flash out a signal from one of the vessels and a second ship quickly replied with a red signal lamp. Immediately the flak ships opened fire and ack-ack burst all around the heavy

bomber as it circled overhead. "That flak was getting a bit hot for us, so we took evasive action," Owens said later. "But the ships followed us up with heavier ack-ack, which was bursting too darn close for comfort."

Then, as the Halifax swung into her bombing run, the two port engines cut out and for a few seconds it looked like curtains. But the engines came to life again and the bomber roared down to dump her load.

"We couldn't stick around because there wasn't much gas left, and, in addition, we had those rōpy engines to contend with," Owens concluded. "So we headed back to base. When we landed we found our kite hadn't once been hit by enemy flak."

NEW BOMBER GROUP CHANGES ANNOUNCED

Four stations of the Canadian Bomber Group have new commanding officers according to an announcement from Group HQ.

G/C C. L. Annis, OBE, Toronto, has assumed command of the station from which the Goose and Thunderbird squadrons Jones, Vancouver.

G/C H. H. C. Rutledge, Ottawa, has been appointed to command the station from which the Leaside squadron operates. He succeeds G/C J. L. Fauquier, DSO and Bar, DFC, also of Ottawa, assigned to new duties at Group HQ.

G/C F. R. Miller, formerly Ottawa, takes over as CO of the home for the Porcupine and Tiger squadrons. G/C E. L. Wurtele, Westmount, Que., relieves G/C J. L. Hurley, Ottawa, as head of one of the heavy conversion units. The latter is now in charge of a group operational station.

G/C Annis formerly was in command of the largest RCAF station in Newfoundland, and for a considerable period led a squadron which was in the thick of the anti-submarine war in the north Atlantic.

Everything from the Cap down

In the course of making uniforms we have always to consider over 200 different regulations, covering the various Armies, Navies, Air Forces and Women's Services of Britain, of our Empire and of our Allies' fighting forces. Then there are underclothes and accessories which present their own problems, not so rigid, but sufficiently exacting. In our own modest way, we have to do quite a lot of dead reckoning in order to keep our uniform service complete.



R.A.F. Jacket and Trousers from E12 2 6

AUSTIN REED
OF REGENT STREET AND PRINCIPAL CITIES



F/S WAG Johnny Bomby, Toronto, will have to go like hell to catch up with the little woman . . . for next month she'll be putting up the superline. April 30, two years ago, a mobile recruiter rolled into Gerralton, Ontario. Johnny and the little woman saw the flags waving and said, "Let's go." They both joined the Air force. His wife went to the MT section and will shortly be commissioned. For awhile Johnny went anti-subbing on the west coast in Hampdens . . . and then came over to do the same thing on this side of the water. At present he's at an RAF OTU, in the throes of being transferred to Bomber Command. Originally Johnny came from Scotland and twelve years in God's Country hasn't completely erased the Glasgow burr.

F/O Bill Whiting, Regina, is another Charlie about the boom town to hang up his first tour of ops. Whiting started operating on Stirlings when all roads led to the Ruhr. Six times during his tour the kite was singled out by square-head fighters. Only once did they get close enough to make with the machine guns, and even then they missed. Over Kiel he saw an enemy fighter liquidated by German flak guns. Bill also flew in Wimps and Lanes. He's a wireless air-gunner.

F/S Al Mason, Hamilton, Ont., set foot on this sceptred isle in April, '41 all tooled up to rig Spitfires, and he did same at a Canadian squadron for eighteen months. A diversion came when he remustered to flight engineer, and before his hooks and F/E's badge were dry he was posted out to the Middle East. There he took on a Halifax and careered through two tours of ops in ten months. In the same crew with Al, from start to finish, were W/O Henry Fish, Ottawa, and W/O Art Gilbert, Montreal.

P/O Gordon Milne, Edmonton, the pilot, and F/S Sig Halvorsen, Vancouver, the bomb-aimer, have just about finished a tour with an RAF Lancaster outfit. On the outskirts of Berlin they had their one and only combat of the tour. On this combat, the boys saw the enemy first and opened fire—he didn't stick around. Milne and company were in on a minelaying stooge to Danzig bay. They came in almost low enough to dunk them instead of laying them. The searchlights and flak ran horizontal during that engagement. Another Canuck on the squadron is F/O Roy Martins, Edmonton, a bomb-aimer.

From Alamein onwards there was a scarcity of Krauts sitting on the cannons of Allied fighters out there. Verification comes from four fighter pilots who have just returned to England and were there—from Alamein, onwards. They did a tour and were mostly concerned with strafing and escorting. The pilots? W/O T. "Mac" McCloy, Prince Albert, Sask., P/O "Coop" Cooper, Hamilton; W/O Les Smathers, Mirror, Alta.; and P/O Cec Furtney, Toronto. For a little while the boys had Hurrys but later on they did it in Spits.

F/S Mike Saruk, Avena, Sask., has had fourteen jaunts so far in the bomb-aimer's pit of an RAF Lanc. Twenty-five miles from Stuttgart one night, their hydraulics were wrecked by a hunk of Kraut pig-iron. The bomb doors flew open and stayed that way. They went on, bombed Stuttgart, and came home with the bomb doors open. Mike is the only Canuck in his crew.

Many times we have been asked whence comes the guff in "With the RAF." As many who have been beset by WINGS ABROAD reporters know, it comes from lads on leave.

From time to time errors creep into the column, as they will on the best of newspapers. It would be unfair to pass the blame on to our informants. But, in order to decrease the chance of mistakes, if you are interviewed by a WA man when you're in London on leave, don't pass him any duff gen if you can avoid it. If you're not quite sure of the score, tell him, then he can check the data at other sources. Thanks men.

SHAMPOO, SAHIB?



Out of sight but definitely not out of mind is the way F/O Kenneth Crockett, Edmonton, feels about the flying pals he hasn't heard from since he went to India two years ago.

Back in England now, he is conducting a man-hunt all on his own. More than anything else he wants to see those boys again, and he's not broke either. If he doesn't have any success he may ask Scotland Yard for help.

F/O Crockett was observer for an RAF anti-shipping crew operating along the Burma coast. He was the only Canadian in his outfit. His crew had no meetings with Japanese fliers, but they still laugh at the surprise they received when they strafed some suspicious-looking islands just off-shore. Their fire was accurate and the islands promptly got up what steam they could and beached themselves. They were camouflaged Japanese ships.

In India he visited the Taj

Mahal and many of the larger cities. He saw several exhibitions of magic by Hindu experts, but not the rope trick. When leave time rolled round his favorite spots were in the hilly north, where he and his pet monkey could escape the heat.

Canucks in India want more news from home, papers, magazines and radio programs. They do all right for most other things, although even ordinary requirements like a bottle of ink are very expensive. There is a demand for gramophones and records and, although costly, they can be found. Glen Miller records are plentiful, but there is a shortage of Bing Crosby and Dinah Shore.

After being in India more than a year he was grounded, and for a while was CO of a drome. Crockett's home is in Edmonton. He came to England in January, 1942, and went to India in the summer of that year.

R AND I CHATTER

New Joes Jam Hangar

The welcome mat has had a spring cleaning, and now is a tramping target for a bunch of new arrivals at No. 2 hangar. The strangers include LACs Coleman, Letsin, Bugg, Fitchett, Hamson, Coffey, Williams, Kennedy, Reich, Thompson and Taylor, all engine fitters.

Competition

There has been intense rivalry between the hangars lately over which one turns out the best work. We can look for a lot of activity in No. 2 now with new blood in the family. Of course, we go out on a limb and still pick No. 1 hangar, but no matter who does the work around this place, it is top notch maintenance.

A certain corporal is going about with a very red face, result of a challenge to another corporal regarding the speed with which they can do their respective jobs. There are rumors that in a certain hangar two sergeants are giving their charges bad nerves. The story is that they are making constant patrols on their bicycles.

Now that some of the men have been issued with bikes we fear a mounting casualty list. Take it easy boys, steer a straight course, and keep out of the ditches.

Farewells have been said to F/O Harrison, our adj., who has left for TAF. In addition to his kit he took with him our best wishes for the future. Due to go on course any day now is our own little whip-wielder, F/L Green. In his absence F/O Thompson will no doubt accumulate a few grey hairs.

In sporting circles here there is the usual spring stir. Our softball team will play its first game against SHQ early this month.

After a long lay-off, LAC Johnnie Flint has taken to dancing again. F/S "Gabby" Godby and Sgt. "Tomb" Stone are causing havoc in the mess and in their billet. Their baseball game in the mess was a success, but one more repetition in the billet and they will be back sleeping in tents.

—Sgt. Prudence.

TEN-HOUR FLIGHT TO BOMB BURMA TARGET

Members of the RCAF serving with a Liberator squadron of the Strategic Air Force in India recently flew for more than 10 hours to bomb important rail jetties and stations at Japanese-held Moulmein, Burma.

For 40 miles on the way home crews saw concentrated fires still burning as our aircraft showered bombs on the small target area. A dense haze blocked further view of the results.

COOK'S CAP



The flat-hat LAC J. W. T. "Tubby" Helm, Kitchener, Ont., is wearing was picked up on the Canadian coast a few days after patrols sunk a U-boat. Bonnet once belonged to a German sailor. Tubby slings hash for the RCAF. (Official RCAF Photograph.)

TORONTO FLIER NEW NAVIGATION LEADER

F/L Jack Marier, Toronto, formerly of the Goose squadron, has been appointed navigation leader of the Bluenose squadron in RCAF Bomber Group. He has done 21 trips, all but one to major targets, as navigator for W/C Hal Miles, DFC, also from Toronto.

During a Magdeburg do, F/L Marier's aircraft flew right through a German scarecrow. "I just happened to be looking up from my work when I saw the thing right in front of us. There is nothing dangerous about them, but they scare the life out of you for a moment as they look like an aircraft on fire."

When it comes to searchlights Marier gives the prize to Frankfurt. That target used so many searchlights one night that the place reminded him of Times Square, New York.

RAF LIBERATORS BLAST JAP PETROL DUMPS, RAIL SHEDS

Canadians Among Crews in First Major Raid Since Eastern Command Moved to Calcutta

Numbers of Canadian airmen were included in crews of RAF Liberators of the Strategic Air Force who smashed important railway yards and Japanese supply routes at Maymyo in Burma, the first major bombing raid since Eastern Air Command moved to Calcutta. Huge fires in the target area, believed to be from blazing petrol dumps, and rail sheds blown into splinters were reported by two Canucks.

Good Show

"It was one of the best shows we've had in a dozen efforts," said F/L Johnny Watson, Woodstock, navigator.

"There were two huge fires burning and I figure the place must be blasted to bits," W/O Al Neno, London, Ont., WOP/AG, reported. "A huge plume of smoke rose after one direct hit on the railway station."

Sticks of bombs covered the entire target area, with no quarter escaping the terrific damage.

"The boys who got in early did a swell job of lighting up the target for us and it was a big help in finding the target," said F/O Dave Bruce, Kenora, Ont., a navigator-bomb-aimer.

Sheds Blasted

Sgt. Bill Adam, Winnipeg member of the RAF, told of the terrible pounding and reported he saw railway tracks plainly as the sheds went up in bits.

"The weather wasn't bad, but the haze was heavy and we couldn't see any ground detail from dusk till we arrived at the target and fireworks were already under way," F/L Johnny West, Vancouver pilot said. "There was no doubt we smashed their petrol dump, as we left two fires belching heavy black smoke. Railway installations were also hit, and there will be serious curtailment of train schedules for a long time to come."

WHOOSH!

England to Brandon in three days! That's the Post Office effort on a letter written by S/L the Rev. I. A. Norris, senior chaplain for RCAF personnel in northern England bomber units.

The letter was written and mailed March 1, 1944, and was delivered to Mrs. Norris three days later. Here since May, 1942, S/L Norris claims "It's the best mail service I've heard of since I've been over." His "parish" includes all the English counties north of the line from the Humber to the Mersey.

GROUNDHOG LIFE TOO DANGEROUS

Allied Airbase in Italy.—Next time he goes visiting relatives with the Canadian Army in Italy, P/O Bill Ritchie, Montreal, is bringing his tin hat.

Spitfire pilot attached to the celebrated squadron once commanded by Cobber Kane, Ritchie journeyed up to the front lines to visit his cousin, Gunner Jack Crawford, also of Montreal, who is with a light ack-ack unit.

The first night was passable, with shells popping a quarter of a mile from cousin Jack's tent, but the second night Jerry was ranging a lot closer.

"The shells started to fall so close we whipped out of the tent and into a slit trench," said Ritchie. "We spent the whole night there. I was sure glad when morning came. Just for purposes of lineshoot, after the shelling was over, I paced off the distance to the nearest shell-hole. It was 12 yards away. And there were five others within a radius of 150 yards."

"I've seen all I want of army life," Ritchie concluded.

Around Town

On Monday night the ball season was officially opened with Personnel giving Airmen's Pay a pasting to the tune of 7-2. Orchids of the week go to Sgt. Goodchild and Cpl. Wills, who played heads-up ball for the entire game. G/C Graham tossed the opening curve.

This week also saw S/L "Dangler" Martin open the tennis season at Queen's Club, Baron's Court. The popular squadron leader, who was Canada's No. 1 player before the war, is a little heavy now, but with a couple of weeks' steady practice will be in shape to take on the best that the island can offer.

Bobby Paige's popular Kimel Club was the scene of a little gathering last Saturday afternoon. It was a sort of farewell party for S/L Paul Matthews, who is shortly going overseas, and also a welcome for W/C "Bunt" Waddell, who was in town for a few hours. W/C Don Patterson, who just got back from the Middle East, was among those present.

Lloyd's are betting 8-5 that the WDs will take the officers (over 35) in a very easy manner in the forthcoming mud-football game.

Congratulations are in order for the new promotions that came out the first of the month. We were glad to see hard-working Johnny Haas and Pat Peterson get their crowns, also Barbara Lee and Barry (Wingding) Leddy, the travelling claim kid, get their third. Keep it up, boys and gals.

—Hawkeye Harry.

SCREENED

After 25 trips over enemy territory, W/O W. M. "Wilf" Meyer, Vancouver wireless operator with the Tiger Squadron, was screened recently.

His tour provided little in the way of excitement, Meyer said. On one occasion his crew were chased by three enemy night-fighters, but the skipper took evasive action and managed to lose them.

"It is quite a thrill to get the first tour over," he stated.

FLAK TOO LATE TO GET COOKIE

As a navigator with the Alouette Squadron in Tunisia, F/O Lloyd McPhee, Cornwall, has plotted course to many of the most important strategic targets in the Mediterranean. Now instructing at a heavy conversion unit in Bomber Group, McPhee has logged trips to Salerno, Pica, Bastia and many points in Sicily.

The Salerno job required utmost care, because Allied troops were pressing inland only a few miles from where the Alouette boys were planting their bombs; Bastia brought a special thrill since all of the crew, apart from Lloyd, were French-Canadian and pleased to be aiding Free French troops on the ground; but the hottest trip of all came the night Sicily was invaded.

"We were out to bomb German positions on the island," he recalled, "and were carrying a 4,000 pounder in the cargo . . ."

Suddenly gun flashes rent the blackness of the night. The skipper, Sgt. (now P/O) Marc Montpetit, Coteau, Que., swung straight into his bombing run and got his blockbuster away. And just as the "bombs away" rang out there was an explosion in the bomb bay. A flak shell had found the Wimpy's belly. If it had struck a few seconds earlier the Alouette would have been minus one bomber and one crew.

Nobody talked much on the way back. The Wellington set down safely.



There's nothing like

NUFIX
Dressing for the Hair

● Unsurpassed in quality for maintaining Hair and Scalp in perfect condition.

● Only the best materials obtainable are used in the manufacture of Nufix.

Supplies are limited

WALDEN & CO. (NUFIX) LTD. LONDON N.W.9



TEA
REVIVES YOU

Service and Auxiliary Personnel can obtain Coloured Copies of the above and similar pictures free for pin-up purposes. Apply to "Wings Abroad," RCAF Overseas H.Q., London.

MEDIUMS HIT FREIGHT YARDS

Attack Was 34th Sortie For Two Canadian Crew Mates

Successful attack recently on the railway yards at St. Chis-lain, six miles west of Mons, by medium bombers of the 2nd TAF and Marauders of the U.S. 9th Air Force, was the 34th sortie for P/O Doug Sargent, wireless operator, Brantford and Sault Ste. Marie, and W/O Harvey Cochrane, air gunner, Regina.

The attack was the fifth sortie for an all-Canadian Mitchell crew skippered by F/O Bert Stones, Ottawa, with F/O Ken Walkerdine Toronto, navigator; Sgt. Jim Leblanc, Grand Casca-pedia, Que., wireless operator, and Sgt. Eddie Kernelowich, Stettler, Alta., air gunner.

Sargent said there was some flak about the target, "but we hit our target dead centre." It was at Mons that Cochrane's father was wounded in the last war.

"It was like a cross-country flight," Walkerdine said of the trip. "As we flew in we could see the target already burning. There was a large explosion with a vivid orange flame. Our box of Mitchells must have hit an ammunition train."

Other Canadians in Mitchells included Sgt. A. Zado, air gunner, Mazenod, Sask.; P/O Lloyd Pears, pilot, Montreal; F/S K. W. H. Harrison wireless operator, Regina; F/S W. I. Girvan, wireless operator, Colling-wood, Ont.; Sgt. George Williams, air gunner, Point Tupper, N.S.; F/S Anton Glaser, wireless operator, Fox Valley, Sask.; P/O Max Scudder, pilot, Scudder, Ont.; S/L W. B. Cooper, pilot, St. Petersburg, Fla.; P/O Brian Jerred, pilot, Moose Jaw; W/O John Hunt, air gunner, Edmon-ton.



INFORMATION PLEASE

Information at a glance, on all subjects relating to the war and current affairs, and Canada in particular, is the idea behind the information room established by the educational services at RCAF London HQ.

All ranks have access to the room and the informative booklets, pamphlets and displays which are available there. Combined with this service is a library in which are more than 2,000 books ranging from fiction to non-fiction and technical subjects.

This combined reading room where RCAF personnel can keep themselves up to date on happenings at home and on the war fronts was originated by S/L R. M. Winter, Kingston, Ont., senior education officer for RCAF overseas. F/O E. Spencer, Montreal, organized the project, and the comfortable room with its wealth of facts and figures already is proving a popular spot for enquiring minds.

P/O L. G. Bennett, Calgary, is in charge of the room and Mrs. H. Coney is librarian.

As soon as they can be obtained, the latest Canadian and American, as well as many British publications, are added to the material in hand.

The room is a model for similar rooms planned for RCAF stations and units throughout Britain where it is not so easy for personnel to keep in touch with Canadian and world affairs. If there is anything you want to know, visit the information room. If they can't give you the gen there, they will tell you where you can find it.

GHOST CREW FINISHES FIRST COMPLETE TOUR ON HALLIES

Pilot Doubled as GD in Middle East When Rommel Put Pressure on; Hamburg Best Prang

First Ghost squadron crew to finish a tour in Halifaxes has just been screened. Captained by P/O Bill Kruse, Galt, Ont., the crew figured in one hectic joust with a Nazi flak ship, crash landed on another occasion after a tough trip to Hamburg, and has scattered calling cards on some of the hottest targets in Germany, including Berlin, Mannheim, Leipzig, Stuttgart, Magdeburg, Kassel and the Ruhr.

ROOM-MATES

When P/O Bob Whenham, 19-year-old Sunderland Pilot, was posted to an RCAF coastal squadron in Northern Ireland he was allotted a room in a Nissen hut and told he must share it with another officer. The room-mate turned out to be his father, F/O J. C. Whenham, Wetaskiwin, Alta.

The elder Whenham, squad-ron education officer, had never seen his boy in uniform until they met overseas. When he threw up his teaching job at Wetaskiwin High School to join the RCAF, Bob was still at school. And by the time Whenham fils joined up in 1942, Whenham pere was over in Britain. Another brother, Cpl. Jim, is a fitter at Lethbridge, Alta.

Kruse is one of the few RCAF pilots ever to double as GD over an eight-month stretch in the Middle East. The tall Galt pilot had volunteered for OTU work in the Mediterranean, but when he arrived found that the squeeze was on. Every available man and aircraft was in combat and instruction overlooked. Accord-ingly, he poked around doing what he could—which included running a telephone switchboard for a month and doing odd ground jobs.

His bomb-aimer, W/O Frank Wheeler, Prince George, BC, remembers the last of three jaunts to Hamburg most vividly. "We were literally eating smoke that night," Wheeler re-called. "The whole place was just a mass of ruin, fires and ex-plosions. I'll never forget it. Some of our aircraft that night ducked into smoke to get out of the searchlights."

Mid-upper gunner George Mitchell, Winnipeg, figures the toughest night for him was over Berlin, the night of August 31.

"Saw more fighters that night than I ever want to see again," said F/S Mitchell. "That was the first time Jerry used flares, and we were boxed in with them. There were Ju88s, Me109s and FW190s tearing in from all directions. We were lucky that night. None of them took a pot at us, but, believe me, I never had a chance to relax from start to finish."

BERLIN HIGHLIGHT OF GUNNER'S FIRST TOUR

Berlin and Kassel were the hot spots for F/S Louis Bean, Kelowna, BC, in his operational tour as rear-gunner with the Ghost Squadron.

"We were over Berlin the first time the German fighters used flares and they startled us for a moment," he said. "We were a bit late getting there and we found flares all along our path. Fighters were cutting in and out. Several times our aircraft was boxed in with the flares. The skipper really was on the job that night."

Kassel proved a different kind of run from the Berlin trip because the fighters attacked when the bombers were returning from the target. "There were swarms of them in the sky after we bombed. We could see combats going on all around us, but somehow or other none of the Jerries picked on us. All we got that night was flak hole from the ground defences," said Bean.

CHUMS TOGETHER ON ONE SQUADRON HERE

Back in Strathroy, Ont., Don Rutherford and Hugh McDonald were close friends. They joined the RCAF together at London, Ont., in 1941, and by the time they had won their air bomber's wing each had gone to six training schools in Canada, always on the same course.

They came overseas together and through OTU. Then F/O McDonald was posted to the Leaside Squadron while F/O Rutherford went elsewhere. This week Rutherford showed up at the Leaside station on a posting.

"Nothing short of a miracle," he blurted after running into his perennial sidekick.

WITH RADIO MECHS

WILTSHIRE M.U.

By LAC Louis Ziff

Ken Somers, oldest Canadian resident of this MU, has been posted to parts unknown. The boys will miss his cheery face and the salty wit.

Cpl. Joe May is looking cheer-ful this week. His wife is spending a visit near camp in a nearby city. Another cheerful bloke is LAC Al Loggie, the gen man from Vancouver. He had no trouble getting his A group. Al also gets a nice wad of back pay for same. With his success Wiltshire MU is now a 100 per cent A group unit.

LACs Jim Mulvihill and Ken Spread can sure take it. It's rumored they're both studying radio.

Frank Ouellette looks a little pale and wan lately. That's because he hasn't had a parcel in some time and he misses his Canadian grub.

Al Pyatt is still digging for victory at his living site. At present he's specialising in land-scape.

INSTRUCTOR

W/O Ken W. Moore, Edmon-ton, has finished his first tour with the Tiger Squadron, flying from Britain and Africa, and will do instructing until he starts on his second. On his first trip to Wuppertal his craft was holed 129 times by flak, but none of the crew was injured. He is a navigator.

WE SPECIALIZE in those extra touches CANADIANS DEMAND in their

OFFICERS' UNIFORMS

Located within 200 yards of

R.C.A.F. HEADQUARTERS

Our 50 Years of Tailoring Experience is at your disposal.

W. T. KING

TAILOR, 105, HIGH HOLBORN, W.C.1. Phone: CHA 7784.

BASE BASE

Blowout Boosts Bonds

Social highlight of the past week was the Victory Loan Dance at the Base Station. The entrance fee bought a chance on a bond and further chances could be purchased. Three \$50 Bonds were auctioned off in this manner after a persuasive sales campaign by Cpl. Max Seeley, Goose Squadron Romeo, who also displayed considerable success on the dance-floor.

Winners

The lucky winners were Sgt. "Call Me Joe" Godfrey, Cpl. Ralph McIntyre and LAC Tolley. Observed with a regular fistful of tickets while the draws were in progress was Sq/O Nesta Holland, Base WAAF officer, whose two sons were evacuated to Toronto early in the war.

Music for the event was supplied by the RCAF Overseas HQ Band, which also gave an outdoor concert in front of the admin-istration building. Among those enjoying a taste of music that brought back happy memories of Billy Bissett, Ferde Mowry and all the lads, were Air Vice Marshal C. M. McEwen, MC, DFC; G/C Clare Annis, the station commander, W/C C. O. King, who used to be a devotee of Eaton's Round Room; F/L "Huck" Walker, Thunderbird squadron adjutant; Sgt. "Jody" Jackson, the Minnedosa Marvel; Sgt. Tommy Plunkett, who was displaying the best Normandie Roof technique, with LAW Helen Dahl; LAW Queenie Callender, who showed the gathering what rug cutting really is, and S/L W. L. Marshall, to whom goes a special orchid for the organising of one of the most successful events ever held on the camp.

Injured

Casualty of the week is F/L Andy Simard, the Base adjutant who has now joined the ancient order of bicycle prangers. De-tails of the sad happening are very vague, and the adj was about as communicative as the Sphinx when questioned on the subject.

This week our farewell is ex-tended to F/S Bill McCarthy, Ottawa, who has gone to assist G/C Denton Massey in the solv-ing of thorny admin. problems. A former feature on the Toronto stage, Bill demonstrated modern dance rhythm with a lady of the chorus at a recent ENSA stage show.

Loud female walls were occa-sioned this week by the disap-pearance of Cpl. Walt Perchaluk's "Valentino" sideburns. When asked for an explanation of this earth-shaking event the East

Kildonan Romeo simply blushed a deep red.

Deep(?)

There must be something about LAW "Danny" Bushell. She was out walking with some friends in a nearby city the other afternoon when a total stranger stopped her and gave her a copy of one of the Gospels. The same lovely, on hearing the adjutant's buzzer ring for a stenographer, rushed in, sat down, and then discovered that she had forgot-ten to bring her pencil and note-book. Spring must really be here.

Distinguished visitor during the week was Rev. Dr. Bingham, general secretary of the Baptist Church in Canada, who was a week-end guest of the Base com-mander, Air Commodore A. D. Ross. He is in this country as the official guest of the Canadian Government visiting units of the Canadian Armed Forces. Other visitors included Air Com-modore R. E. McBurney, com-manding a neighbouring base; G/C A. F. L. Mathewson from Air Force HQ, Ottawa, and G/C G. E. M. Scott from Bomber Group HQ.

New Flats

Our welcome mat is out this week for a group of flat hats who have arrived in our midst. Heading the list are Hon. S/L C. K. Sansbury, Toronto, here to assist Padre Wilfrid Butcher, and F/L R. L. Orpen, Montreal, who is at present keeping an ad-ministrative eye on "Pranger" Worth, Goose Squadron orderly room gen man. The "Pranger," according to well-founded re-

IDENTICAL TWINS RAF NAVIGATORS

It's a trade secret, says F/O R. J. Tomlinson, Windsor, Ont., telling the Esam twins apart.

The brothers Chuck and Dick, of Highgate, are both RAF navigators, were both trained in Canada under the BCATP, and both now fly with the City of Edmonton intruder squadron. Both are flying officers. They're so identical that S/L Bob Kipp, their flight com-mander, calls them by their first names and hopes the right Esam will answer. Dick navigates for F/L Dave Forsythe, Brooklyn, N.Y., and Chuck for F/O Tomlinson. Only their pilots can identify one from the other.

ports, is acquiring quite a re-putation as a hot hoover among the belles who attend the weekly swing sessions in a neighbor-ing village.

Also specially welcomed are S/Os Mary Goodrow, Hamilton, and Elizabeth Hewson, Niagara on the Lake, who have arrived from Canada to introduce home cooking here. May your stay be pleasant, Mams, and our diges-tion good. Another new arrival is A/S/O Anne McKay, Cape Breton, N.S., who is assisting F/L Bert Bond, Base Station adj, in keeping up with Sgt. George Waters, Winnipeg.

Remarkable event of the week: Sgt. Jim Mitchell, former two-tisted man of affairs, has changed his tactics, and may now be seen nightly out picking primroses. The hand that rocks the cradle certainly must rule the world.

In the realm of athletics, S/O Babs Rooke has become the Babe Ruth of the Base by knock-ing the first four-bagger of the current season in a recent soft-ball fixture. She belted the leather so far that she could have toured the bases twice quite safely.

—By Sgt. R. J. Gunn.

The Agent  General for BRITISH COLUMBIA

extends a hearty welcome to all Canadian Air Force personnel to the BRITISH COLUMBIA SERVICES CANTEEN Open daily 8-8.30. Sundays included. BRITISH COLUMBIA HOUSE, 1 & 3, REGENT ST., LONDON, S.W. 1 (Two minutes from Piccadilly Circus.)

Now on sale in the Canteen



Phillips' Dental Magnesia

Your "regular" Toothpaste

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

Which Blade would you like?
Some day you will be asked this question
once more. Until then you may have to
search for KLEEN BLADES—but we
do our best to spread
supplies evenly.



"THE IMPOSTOR" (Leicester Square)

In the tradition of a dozen
escaped-criminal-turned-hero
stories you have seen before on
the screen, Universal's "The
Impostor" is better than
many, worse than some. To the
familiar assumed and/or mis-
taken identity theme, writer-
director-producer Julian Duvivier
has added a guillotine, an
air raid, a Nazi strafing of re-
fugees, a troop ship, a Free
French jungle airfield, a desert
campaign, a pretty girl—and
Jean Gabin. It will depend on
your own taste for melodrama
whether or not the resulting
stew has more meat than
potatoes.

With the enormously talented
Gabin, you will see Richard
Whorf, Allyn Joslyn, John
Qualen, Ralph Morgan and a few
minutes of Ellen Drew. As indi-
cated, it's a man's picture—you'd
better see it.

"FANNY BY GASLIGHT" (Gaiety, Haymarket, and Marble Arch Pavilions)

A long, careful and handsome
picturisation of the Michael
Sadleir novel, Anthony Asquith's
"Fanny by Gaslight" is an im-
mensely entertaining document of
England's 1870's. It is startling
that such an expensively decora-
ted production was filmed with-
out benefit of Technicolor, but it
is even more startling that the
larger part of its love story un-
folds without benefit of clergy.

Phyllis Calvert plays the title
role with tenderness and com-

WOMEN'S DIVISION

Our Wids are becoming sport-
minded in a big way. They have
even accepted a challenge from
a team of RCAF officers (with a
stipulated age of over 35) to a
game of handball (mud-football)
to-morrow night at 6.30 at
Princes Gate, Hyde Park. We
think this should be amusing, if
nothing else, so if you're looking
for inexpensive entertainment,
there it is.

To-night at 7 o'clock is the
official opening of the Girls Soft-
ball House League, with W/C
Attwell throwing the first ball.
One of the Wids' teams from
Knightsbridge plays an HQ team
and this should be an interesting
competition. The place is Hyde
Park, about 100 yards from
Marble Arch, but you'll probably
see dozens of Canadians flocking
that way, so you can't miss it!

LAW Kay Lewis, the brunette
songstress from DAS, quite
obviously takes her roller-skating
seriously. After the recent
party, Kay had to get sick leave
and even yet she's supporting
her right arm in a sling. Really
we're sorry.

Just in case you've been
wondering why S/O Jean Otter,
from Toronto, literally beams all
over these days, perhaps that
beautiful diamond she's wearing
on her left hand will enlighten
you. Who is the lucky man and
when is the big day, we ask?

At 2.30 Saturday, at Holy
Trinity Church, Cpl. Daphne
Smithson, a Vancouverite,
becomes the bride of Sgt. Jack
Ryan, of the motion picture sec-
tion. Cpl. Smithson, an MT
driver, served at Macleod and
Jarvis before her posting over-
seas last April. In July she
joined the HQ MT staff from
6 Group. Sgt. Ryan, a service
photographer, served with a
squadron before coming to HQ.
We're glad to see Ft/O Goddard
back after a bit of illness.

Bouquets to Sgt. Barbara Lee
and Cpls. Jarvie, Sager, Dal-
gleish, Holden, Pearce, McCabe,
Wiles, Grant, Gilbert and Thain.
They're new NCOs.

passion. James Mason, Mar-
garetta Scott, Wilfrid Lawson
and a beautiful boy, name of
Stewart Granger, also figure in
this story which dips below the
bustle and reveals many of the
lurid highlights of English life
behind the discreet cough of the
Victorian parent.

EISENHOWER

(Continued from page 1.)
own powers and opportunities
for inflicting defeat on the enemy
are, in my opinion, multiplied at
least three times," he told them.
"We hope you fellows can be
just as enthusiastic about this
business teamwork in the three
services and between all the
fighting forces as I am, because
I am certainly enthusiastic, and
I believe that anyone who has
had the opportunity of working
on that basis is as enthusiastic
as I."

OTU GRADS

Sgt. Navigator Norton James,
Moose Jaw, has just graduated
from a Wellington OTU. His air
bomber is Sgt. Norm Lafon-
dresse, Toronto. Other graduate
navigators are Sgt. George
Warnock, Northern Ontario, and
Sgt. Fred Ursal, Regina.

HQ BAND TO PLAY THURSDAY AT NOON

Thursday afternoon at 12.30,
the RCAF Overseas HQ band,
under the baton of F/L Martin
Boudry, will play the first of a
series of outdoor concerts in
Lincoln's Inn Fields. The pro-
grams have been prepared for
the entertainment of HQ per-
sonnel.

The program includes:
"Colonel Bogey" on Parade,
march fantasia; excerpts from
"The Two Pigeons"; "If I
Were King," waltz; "Artists
Life," waltz; "Three Trump-
eters," cornet trio; "Three Blind
Mice," humorous fantasy; selec-
tions from "Road to Morocco";
RAF March Past.

Cornet trio for "Three Trump-
eters" will be Cpl. George
Chapell and LACs Gilbert and
Cliff Williams.

Home-Grown Kites

(Continued from page 1.)

In the attack on Aulnoye,
enemy defences seemed weak to
attacking Canadians. Typical
was the report of Sgt. Bob Neil,
midupper with the Porcupines:
"Little opposition over the
target. Saw one Me109, but he
didn't bother us. Could see the
hedges below from illuminating
flares. Also saw explosions and
flashes from our bomb bursts."
"We saw fighters on three
occasions," reported F/O Murray
Faulder, Moose Jaw pilot of the
Goose Squadron, "but they
didn't open fire. When we
reached the target the search-
lights were thick and the flak
heavy. Our kites were criss-
crossing the target in every
direction, and I've never seen
so many at one time in my life.
Fires were burning fiercely below,
proving we were right on the
mark."

searchlights and plenty of flak.
We ducked in and out of vapor
trails which gave us good cover.
The fires seemed to be in one
mass." He is flight engineering
leader of the Goose Squadron.

P/O Roger Coulombe, DFC,
Montmagny, Que., of Thunder-
birds, made the last trip of his
first tour, on Essen, while Sgt.
George Urzada, Esterhazy, Sask.,
Goose midupper, celebrated his
20th birthday over the blazing
Ruhr city.

G/C J. G. Bryans, of Saskatoon
and Victoria, B.C., flew to Essen
in an aircraft captained by S/L
Del Kenney, DFC, AFC, of the
Bison Squadron. For W/C Dave
Jacobs, DFC, Toronto, it was the
13th trip of his second tour. W/C
Chris Bartlett, DC, Fort
Qu'Appelle, Sask., led his Blue-
nose Squadron to Villeneuve-St.
Georges.

Black Smoke
A big explosion in the French
target area was noted by F/S
Eddie Quinn, Montreal, a bomb-
aimer with the Moosemen. "It
went up in orange flame, and
then thick black smoke fol-
lowed," he reported. "It rose to
about 5,000 feet."

A week ago early Tuesday
morning planes of the RCAF
Group visited Karlsruhe for the
first time, while another good-
sized force of Canadian heavy-
weights laid mines in enemy
waters.

Most crews reported a com-
paratively easy trip free of
fighters and ack-ack due to thick
cloud blanketing the Continent.
An exception was F/O Bill Wil-
son, of Exeter, Ont., Iroquois
pilot. His Halifax was attacked
five times by two Me110s in an
hour-long fight, which began just
after they left the target.

W/C D. S. Jacobs, DFC, led
his Goose Squadron, while W/C
D. S. Blane, North Sydney, N.S.,
took his Tiger Squadron to the
target. Other units participating
included the Leaside, Thunder-
bird, Lion and Bison Squadrons.

MC present.
W/O Lew Thistle, Amherst-
burg, Ont., Thunderbird wireless
operator, remarked that it was
reassuring to hear the voice of a
"Master of Ceremonies" ex-
changing comment. "Every once
in a while Jerry tried to jam
the air, but he didn't succeed,"
added Lew.

Other squadron commanders to
lead their men to the target were
W/C Bill Newson, DFC, Victo-
ria, B.C., of the Iroquois; W/C
W. A. McKay, Vancouver, of the
Leasides; and W/C G. A.
McKenna, Ottawa, of the Snowy
Owls.

Most of the squadrons in the
Group invaded the dark skies of
Essen Thursday morning, while
a smaller force bombed railway
yards at Villeneuve-St. Georges.
The 1,000th sortie of the "Thun-
derbirds" was flown by a Lanc,
whose skipper is W/O Leonard
Thompson, of Nassau, Bahamas.
He took it on the round trip to
Essen.

Usual trips
"It was the usual Essen trip,"
commented F/L Eric Mulligan,
DFC, Sudbury, Ont. "Bags of

ENTERTAINMENT GUIDE

THEATRES

HIPPODROME. Ger. 3272.
Evs. 5.40; Weds., Thurs., Sat., 2.25.
GEORGE BLACK tells
THE LISBON SYDNEY
A Play with Music

PALLADIUM. Ger. 7373.
Twice daily at 2.30 and 5.30.
ALL STAR VARIETY
Max Miller, Ivy Benson and her Ladies'
Band, Webster Booth & Ann Ziegler, etc.

PRINCE OF WALES. Whi. 6861.
Evs. 6.15; Tues., Thurs., Sat., 2.25.
GEORGE BLACK re-stages The Trial of
Madeleine Smith, now entitled
THE REST IS SILENCE.

SAVILLE. 2nd Year. Tem. 4011.
Evs. 6.15; Wed., Thurs., Sat., 2.30.
FIRTH SHEPHERD presents
ARSENIC AND OLD LACE
JUNIOR MISS
"Brilliantly acted... screamingly funny."
—Sunday Dispatch.

STRAND. 2nd Year. Tem. 2660.
Evs. 6.30; Mats. Thurs., Sat., 2.30.
FIRTH SHEPHERD presents
ARSENIC AND OLD LACE
Lillian Bralithwaite, Mary Jerrold, Naunton
Wayne, Frank Pettinell, Edmund Willard.

WINDMILL, Picc. Circus. 13th Year.
REVUEVILLE, 173rd Edition
(2nd week)
Continuous daily 12.15-9.30 p.m.
Last performance 7.30.
A VIVIAN VAN DAMM PRODUCTION
"WE NEVER CLOSED"

CINEMAS

DOMINION (G-B), Tottenham Court Rd.
THE BEAUTIFUL CHEAT (U)
Three Sons of Guns (U), News, &c.
Weekdays: continuous 3.30 to 9.

EMPIRE, Leicester Square Ger. 1234.
Starting Friday
MICKY ROONEY in
ANDY HARDY'S BLONDE TROUBLE (U)

GAUMONT, Haymarket. Whi. 6655.
JOEL McCREA and MAUREEN O'HARA
BUFFALO BILL (U)
(In Technicolor)
Weekdays: continuous 11.20 to 9.50.
Sundays: continuous from 3.30.

LEICESTER SQ. THEATRE. Whi. 5252.
LESLIE HOWARD, WENDY HILLER
in
PSYCHON (A)
Performances at 12.10, 2.30, 4.50, 7.15.

LONDON PAVILION. Starting Friday
MICHELE MORGAN, JACK HALEY,
FRANK SINATRA
in
HIGHER AND HIGHER (U)

MARBLE ARCH PAVILION. May. 5112
JOEL McCREA and MAUREEN O'HARA
BUFFALO BILL (U)
(In Technicolor)
Weekdays: continuous 11 to 10.
Sundays: continuous 3.30 to 9.

NEW GALLERY, Regent St. Reg. 8080.
Winner of 1943 Academy Award
JENNIFER JONES
in
THE SONG OF BERNADETTE (U)
Twice Daily at 2.30 and 6.30.
Sundays at 3.45.

NEW VICTORIA (G-B), Opp. Vic. Stn.
THE BEAUTIFUL CHEAT (U)
Three Sons of Guns (U), News, &c.
Weekdays: continuous 11.30 to 9.50.
Sundays: continuous 3.30 to 9.

ODEON, Leicester Square. Whi. 6111.
VERONICA LAKE, FRANCHOT TONE
in
W. SOMERSET MAUGHAM'S
HOUR BEFORE THE DAWN (A)
Showing at 11.45, 2.40, 5.30, 8.25.

PARAMOUNT, Eus. 4175, Tottenham Ct. Rd.
TOMMY HANDELY, EVELYN DALL
TIME FLIES (U)
JOHN GARFIELD, MAUREEN O'HARA
THE FALLEN SPARROW (A)

REGAL, Marble Arch. Padd. 8011.
JOHN WAYNE, SUSAN HAYWARD
in
THE FIGHTING SEABEES (A)
Daily at 11.45, 2.40, 5.30, 8.25.

TATLER TH. (G-B), Charing Cross Rd.
ANGLO-SOVIET SEASON
MY UNIVERSITIES (A)
(From the third volume of Maxim Gorky's
Autobiography)
The Glory of Sebastopol (U)

TIVOLI, Strand. Tem. 5625.
KAY FRANCIS, CAROLE LANDIS,
MARTHA RAYE, MITZI MAYFAIR
FOUR HILLS IN A JEEP (U)
Weekdays: continuous 11.45 to 9.40.
Sundays: continuous from 3.30.

WARNER, Leicester Sq. Ger. 3423.
DENNIS MORGAN, IRENE MANNING
THE DESERT SONG (U)
with BRUCE CABOT, LYNNE OVERMAN
Cont. daily 10.0 a.m. Sundays 3 p.m.
For times of showing see Daily Press.

a Revival of
Leicester Square THEATRE
GABRIEL PASCAL'S
Screen Classic
LESLIE HOWARD
in
BERNARD SHAW'S
PYGMALION
with
WENDY HILLER
WILFRID LAWSON
MARIE LOHR
Directed by ANTHONY ASQUITH
and LESLIE HOWARD
Produced by GABRIEL PASCAL
Performances at:
12.10, 2.30, 4.50, 7.15

Showing at 11.45, 2.40, 5.30, 8.25
ODEON LEICESTER SQUARE WHI. 6111

THE FASCINATING VERONICA!
Blonde Bombshell—Gangster Girl
Witch—Heroic Nurse—and NOW
THE BEAUTIFUL VILLAINESS!

Veronica LAKE
Franchot TONE

with BINNIE BARNES
by W. SOMERSET MAUGHAM'S
"Hour Before the Dawn"
DIRECTED BY FRANK TUTTLE

NOEL COWARD'S
"THIS HAPPY BREED"
In Technicolor
STARRING
ROBERT NEWTON
CELIA JOHNSON
JOHN MILLS
KAY WALSH
A Noel Coward—Cineguild Production
for Two Cities Films Ltd.

Printed by St. Clements Press, Ltd., Portugal Street, Kingsway, London, W.C.2,
and published by RCAF "Wings Abroad," 20 Lincoln's Inn Fields.

R DEPOT
Blackouts Pack 'Em In
Here for four evening performances last week the RCAF
Blackouts concert party left us with memories of a thoroughly
good show. We proudly stuck out our chests when permitted
to bring guests from the local communities to see a real
Canadian production, complete with gals of the type apt to send
your mind wandering back to days and places far removed. It
was a grand show and certainly appreciated by all here.

Congratulations to our ex-F/Os Jack Robertson, local money counter, and Mace
Focal, who this week became two-
ringers. Fine show, gentlemen.
Now Jack will be able to buy a
motor for that bike. It seems
our cycling enthusiasts, who in-
clude Jack and his two pals,
Sgts. Art Hassell and Frank
Atkinson, set out early Sunday
afternoon for a nearby town.
Despite good intentions to make
the return trip on their hosses
they were too saddle-worn. They
took a train back. This Sunday
they will go out by train and
saddle home.

Rumor has it that LAC
George Lepine has been sight-
seeing again. He declared the
countryside has a real springlike
appearance. By the way, if any-
one should find two crispy quids
being on the corner shelf of a
local telephone booth, please
contact the above-mentioned.
Seems George left rather hastily.

Victory Loan sales ran high
first week under the able sales-
manship of two of the senior
officers.

Members of the unit accounts
section, headed by W/O Tommy
Thompson, managed to outwit
the agile nimblefoots from the
PT and DI conversion course
staff led by F/O "Gal"
Galbraith and win the local
basketball championship. The
Y presented prizes to the champs
and runners up at a ceremony in
the NAAFI.

This week sees Sgt. "Moe"
Labrosse, of the local Gestapo,
off to try his mettle with the in-
structors of West Kirby.
—Sgt. A. G. Hotson.

THE WORLD'S MOST FAMOUS FAMILY, AND ITS GREATEST BOX-OFFICE STAR—plus distinguished guest artists—plus almost overwhelming blonde pulchritude—combine to make the 14th HARDY FAMILY ADVENTURE BEST OF THEM ALL.

Mickey ROONEY

ANDY HARDY'S BLONDE TROUBLE

with
LEWIS STONE
FAY HOLDEN
SARA HADEN
BONITA GRANVILLE
ETC., ETC., and
HERBERT MARSHALL.

Starting **FRIDAY**
EMPIRE
LEICESTER SQ * GER 1234