

RCAF BOMBER GROUP SUPPORTS INVASION LANDINGS NEAR SEINE

RCAF WRITER RIDES IN BIG BOMBER WAVE

Greatest Sight in World Hidden From Fliers By Clouds

By Sgt J. BADGER

RCAF Public Relations Staff Writer

It was the night before D-Day, a night filled with the thunder of engines as the vastst fleet ever put up by RCAF Bomber Group took off in three successive waves. The greatest land-sea-air battle of all time was about to begin, and this reporter was at the ringside—in the cockpit of a Thunderbird squadron Halifax, standing beside the pilot.

The aircraft charged down the long runway, the dark earth receding away beneath us. As we settled into working position, I realized I was the only tense person in the Halifax. The veteran crew, a group of American, British, Canadian and Australian composition, was taking the trip as casually as usual, though they had probably deduced from the presence of air reporters and the many Second Front rumors what the score was.

Good Night

That first flight looked as if it would be ideal; the moon was a hard white ball, and there was more moving than stars, for which I was thankful. Every once in a while throughout the operation, other four-engined aircraft would appear in our neighborhood, though in my position I never saw many at one time.

The part of England over which we were flying was a network of lights—airfield after airfield, all busy. I began to notice haze, and a few minutes later our giant plane forged into a sea of cloud.

Ice began to form on the propeller hubs and the leading edges of the wing. It was serious enough, but not to the veteran pilot, S/L John Patterson, of Lynnwood, Calgary. He nursed his quartet of engines into a steady climb. At length we surmounted the airborne icefield, and the white menace on the wing began to disappear.

Above vast wastes of cloud we crossed the coast; the Channel, which must have been crowded with ships and landing craft, was invisible.

Red Puddles

Already flashes were appearing in the sky ahead. As we approached, they became glowing red puddles, lasting two and three seconds apiece. The Halifax veered away to port. Our target, a battery of guns on the French coast, lay in that direction. I knew their immediate destruction was essential but I could not help wishing we could get a closer look at the starboard battery.

Then a burst of bright yellow light ripped the dark sky ahead. Canadian heavies were already pin-pointing bombs on the guns that threatened the lives of soldiers and sailors.

We were almost on the edge of the target area. It was fascinating to watch Patterson's craftsmanship and alertness. He seemed to be looking in every direction at once, working his controls ceaselessly at the same time. But the planes ahead compelled attention. Their force and vastness exceeded imagination. The whitish flashes were followed by a red glow beneath the clouds ahead, as we fringed across the target area.

Bombs Going

Our aircraft dived along its

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TAF CHIEF CHATS



Air Marshal Sir Arthur Coningham, KCB, DSO, MC, DFC, AFC, AOC-in-C 2nd TAF talks to personnel at an RCAF airfield. Despite the impressive list of awards the Air Marshal makes his chat informal and to the point.

(Official RCAF Photograph.)

TAF SQUADRONS PEPPER COAST TARGETS TO SOFTEN DEFENCES

Canadian Fliers Have Front Seats in Bomb Blitz Against Dieppe, Boulogne

Smashing at what has proven to be the invasion coastline targets, Canadians flying with TAF Mitchell and Typhoon bomber squadrons last week scored hit after hit against assorted military objectives.

Objectives

German radio installations, a bridge over the Seine north of Paris, coastal defences near Dieppe and enemy administrative buildings in the vicinity of Boulogne were among the objectives.

Switching their attacks from enemy communications, rocket

and bomb-carrying Typhoons demolished administrative buildings south-east of Boulogne, billets near Dieppe and a large wireless station near Ault last Tuesday. Canadians led by RAF W/C M. T. Judd, DFC, AFC, pounded the dust-clouded debris of the wireless station until the mast tumbled.

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EVERY SQUADRON OUT IN STRENGTH AS CANUCKS STRIKE IN THREE WAVES

Tremendous Concentrations Of Aircraft Reported Over Target Areas Tuesday Morning

TWO SQUADRON COMMANDERS IN DO

Early Tuesday morning every squadron of RCAF Bomber Group, operating in great strength, plastered targets in northern France just before the announcement that invasion barges had made landings near the Seine and paratroopers descended on either bank, farther inland. Landings in the Calais area were also announced.

The supporting Canadian bombers went over in three waves.

The opening attack was delivered by aircraft of the Moose, Ghost, Iroquois, Lion, Bluenose and Bison squadrons. Three hours later the Tiger, Porcupine, Thunderbird, Snowy Owl, Leaside and Alouette squadrons. Lancasters from the Moose and Goose squadrons combined with other Bomber Command aircraft to hammer a third target at the same time.

Two squadrons were led by their commanding officers, the Iroquois by W/C H. R. Dow, Toronto, and the Alouettes by W/C "Joe" Lecompte, Actonvale, Que.

NEW RECORD

Shattering all records established during its 17 months' existence, RCAF Bomber Group was in the van of Bomber Command's sustained hammering of enemy targets last month, it was officially announced this week.

The Group operated on 24 of May's 31 nights, dropping a greater load of bombs than ever before. Nearly 6,000 tons of explosives, incendiaries and mines were hurled at objectives. This represents approximately half the total weight dropped by the Group in all of 1943.

LOW COUNTRY TARGETS HIT

Spitfires Blast Trains, Barge in Swoop On Continent

W/C George C. Keefer, DFC and Bar, Charlottetown, P.E.I. led his RCAF Spitfire squadron of TAF into Holland and Belgium last Tuesday, where they attacked six military trains and a barge.

Two military trains near Ghent were shared by F/L W. S. Johnson, Belleville, Ont., and F/O R. R. Bouskill, Toronto. They saw their fire going through the trucks, and Johnson went on to strafe a barge in a canal.

S/L Jack Sheppard, Dollarton, B.C., and three of his pilots sent their bullets whistling into three trains near Eindhoven, Holland. The other three were F/O E. L. Prizer, Seven Pines, North Carolina; F/L R. I. Smith, DFC, Regina, and F/O W. B. Randall, Toronto. Another RCAF squadron's train was stopped by F/L R. K. Hayward, St. John's, Nfld., and W/O J. A. Kerr, Alexander, Man.

FLAMES SCORCH MOSSIE'S PAINT

A Canadian Mosquito pilot of ADGB who destroyed a Junkers over Germany last Thursday night, went in so close to deliver his attack that the paint was burned from the Mosquito's wings by flames from its victim. P/O M. Simms, Vancouver, was flying with P/O J. Sharples, Toronto, his navigator, when he encountered two Junkers flying in the vicinity of an airfield near Baden-Baden in Germany's Black Forest country.

"I closed in to 50 yards and gave a two-second burst," said Simms. "The job blew up, debris flew about in the air, flaming and smoking, and the Hun dived down into the forest below where I saw it burning fiercely. The flames from the exploding aircraft were so intense they scorched the paint off my starboard wing as I flew past."

Big Blast
Sgt. M. C. "Curly" Gorman, South Devon, N.B., reported an exceptionally large explosion at Houlgate as their Porcupine Halifax went in to its bombing run. F/O Stan Queen, Paquette, Ont., Tiger rear-gunner, reported numerous bomb bursts in the target area.

Many Planes
"The concentration of aircraft over the target was tremendous," stated F/L Wylie Spafford, Winnipeg, Goose pilot, "our biggest worries were danger of icing or collision. Cloud covered the Channel area and we seemed at times to be sandwiched between two layers of cloud, but over the target area it was clear and we hit the markers dead on."

Saw Fighter
"I saw one fighter cut across in front of us and dive into a bank of clouds," said F/L B. G. Hughes, Calgary, a Thunderbird pilot. "We met no other opposition and struck the small target area a deadly blow."

RECORD HOLDER SHARES ANOTHER

F/O Pete Huletsky, Montreal, who helped set an ADGB intruder record last month of four enemy aircraft destroyed in one night, shared a daylight victory over France last week with F/L Tommy Anderson, Winnipeg.

The City of Edmonton Squadron airmen were flying 350 miles inside France when a Dornier 217 was sighted near Lyons. A short burst sent pieces flying off the Dornier's port engine. The enemy dived, but the Mosale followed and fired again. The Dornier glided down, hit the ground, skidded and burst into flames.

A little later, a second Mosquito from the same squadron attacked a twin-engined aircraft on a nearby airfield, scoring hits on the fuselage and port wing. On the way home, Anderson attacked a goods train and wagons. Huletsky has shared in the destruction of 10 enemy aircraft during the past six months.

Paratroops Begin Battle for France

By F/L ROBERT FRANCIS
RCAF Public Relations Officer

A green light winked in an aircraft and men tumbled one after another into the cloud speckled moonlight that showed the vanguard of the Allied liberation forces the beginning of the road into Europe early this morning.

With the fall of Rome fresh in their minds, stick after stick of paratroops hurtled through the jump hatches for the start of the airborne assault on German defenses.

From near the pilot's seat of one of these carriers from an RAF squadron that has a large number of RCAF fliers with it, I watched F/O A. W. Stephens, Windsor, N. S., pilot his aircraft through flak and searchlights which flared up from the crazy patchwork of the French farmland below.

One stream of tracer thudded into the starboard wing. One

engine went out of control, shed its propeller like a boomerang gone crazy; but he flew O for OGRE home without trouble.

"I bet there's a hole in the wing you could drive a truck through," came the voice of 20-year-old Bob McCullough, Hannah, Alta., as the Jerry ground fire sent a shudder through the airframe.

The stick of parachutists had dropped several minutes earlier. This was the conversation as they prepared to drop.

"Hello, skipper," came a British voice. "This is paratroop stick commander. Have you any instructions? We're ready now. I want to take off my headset and put on my helmet."

"No, nothing more," replied Stephens, the skipper, "we'll all set now, commander."

"Righto. Good luck, skipper." "And good luck to you, Cheerio."

Not far off the inferno which later.

the heavies of bomber command had made out of ground defence positions before our arrival pumped a column of flame and smoke into the sky.

Tracer still arched up from scattered positions, sometimes catching a paratroop carrier in a crossfire and many planes returned to base with flak holes in wings and fuselage.

One carrier, piloted by F/O Gibb Goucher, Nelson, B.C., landed with both tyres flat after anti-aircraft fire had punched holes in the rubber casings.

"One . . . two . . . three . . . four" the wireless operator counted over the intercom as the laden troops dropped into the murk.

In the kite I rode with "Stevie" and his crew, the load, medical corpsmen, and their officers. They were to carry out first aid and set up an emergency outdoor hospital at a point already picked out. "Paratroops away," reported a voice on the intercom.

"Containers away," a moment later.

"Here's your next compass course, skipper," announced an Australian voice from the navigation table.

"Okay Vic, thanks" Stevie banked the kite away on the first leg of the journey home.

A glare in the cockpit told us the searchlights had us cold.

Maybe a half dozen of them, the tall gunner figured later, made O for OGRE the unwelcome apex of their cone. Stevie dived and twisted in evasive action. Gun positions started blasting again and our shadow alighting across the clouds above was a very unpleasant exhibit to see.

"I guess some of those guys down there aren't very friendly yet," said the voice from the nose.

"You okay back there, Bunny?" Stevie asked the tall gunner, W/O L. R. Bunn, Calgary, Alta.

"Yeh, okay thanks skipper. I had a squirt at one of those guys. Think I might have got him."

"Good show, Bunny." Then the damaged motor went

(Continued on page 6, col. 5.)

HEAVIES HIT COAST LAST FEW DAYS BEFORE INVASION

No Aircraft Lost in Last Few Attacks Before Final Assault Tuesday

Preliminary to the opening of the assault on Europe, RCAF Bomber Group dealt heavy blows at invasion targets in France during the week. Five squadrons blasted anti-aircraft defences at Neuf Chatel near Calais in an unusual ground-air battle late Friday night and early Saturday.

Concentrate
As Monday morning began five squadrons pin-pointed their bombs on gun positions in the Calais area. Early Thursday morning military installations near Cap Gris Nez and at Au Fevre took the count from two good-sized Canadian forces while other group forces laid mines in enemy waters. Apart from Pathfinders, the attackers in these actions were all from Canadian squadrons. In each case, every aircraft returned to Britain. Several of the group veterans led the Calais attack including S/L D. H. Kenney, DFC, AFC, Fredericton, N. B.; S/L D. C. Hagerman, Saskatoon; S/L Neville Murray, DFC, Trinidad; and S/L W. B. Anderson, Winnipeg.

Saturated
In the Neuf Chatel assault the Nazi artillery was quenched after an initial spurt of resistance. The Lancs and Hallics paraded across the sky over the enemy gunsites, discharging their bombs without hindrance. Units taking part were the

Goose, Thunderbird, Lenside, Snowy Owl and Alouette squadrons.

Of the raid Sgt. W. E. Berry, Alouette midupper from Central Bute, Sask., made a report typical of most of the returning fliers. "When we first went in," he said, "there was some ack-ack, but after a few bombs fell they soon quit."

Thunder, lightning and dense cloud gave the toughest opposition to crews on the Au Fevre and Cap Gris Nez jobs. Sgt. Harry Glass, DFM, Toronto, flight engineer with the Bisons, said he thought lightning once was going to take a wing off his machine. Speaking of the weather, P/O Bill McKinley, Widewater, Alta., said it made the trip spectacular and rough. But he added, "our bombs fell squarely on the target indicators."

The Calais attack was the fifth trip of his second tour for F/O Ed Harris, Collingwood, Ont., while F/L Jack Snelgrove, Regina, chalked up No. 38 on his first tour.

THUNDER FLASHES

Build Body Beautiful

Biggest news of the week in the home of the Thunderers is the new PT scheme which has the whole-hearted support of all but a few thousand officers, NCOs and airmen. It means getting on parade at 0700 hours and having one's muscles stretched until they creak, but it's supposed to make armorers lift 500-pounders by hand, enable admin types to run up 10 consecutive steps without stopping, and curtail hangovers.

Threat
It sounds good, but there were pale and long faces in the messes when the news broke. With the exception of course of P/O "Woody" Dumart's staff, who have the light of anticipation in their eyes. "We'll give youse the gears," they mutter. "Wait till you get fell in da foist morning."

Shirt sleeves blossomed all over the station the last few days, but all we can say is that it was hot in the Straits of Dover. Belts especially were at a premium among all but the lucky types who have enough waistline to get away with it. Hardest hit were members of the bar staff as even normally thirsty Thunderbirds outdid themselves "strictly for cooling off purposes."

Natty Doc
Even a few zoot suits made their appearance, but all were outshone by that killer possessed by S/L Caldwell, senior MO, who has agreed to wear it for cycling purposes only.

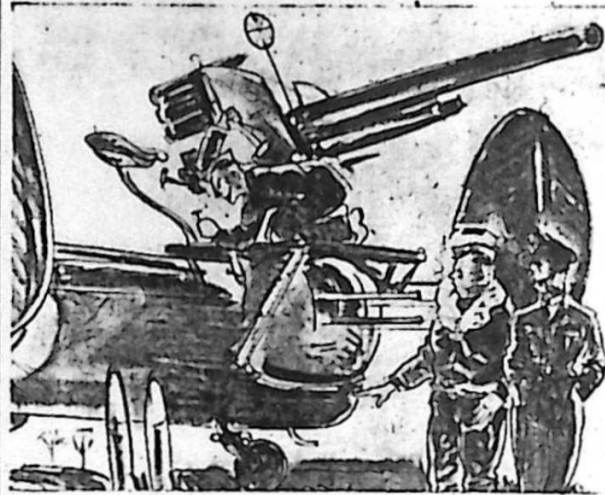
Congratulations going to S/L Bob Epps, who has finished his tour, will probably be received somewhat sourly as that expert of joers, F/L "Adj" Walker, has put him to work for the time being. We can't confirm this, but we

hear that F/L Jimmy Watts, squadron gunnery leader, has been getting in a bit of early morning skeet shooting practice from his bedroom window.

Hard-working navigators have two new pastimes to while away the hours in their section. Tea drinking, believe it or not, and an obscure card game called knockout bridge which leaves the lads a bit short, except for F/Os Len Raynsford and Mel Hugot, who originated the game. Next time we'll try and get a few more names of squadron characters (after all, we want somebody besides ourselves to read this), and also a bit of gen on squadron sports. The boys will have to get weaving on softball, because there's a team on the rival squadron of which six players are members of the same crew, and they've been beating all comers. —L. G. McDonald.

'PEG SKIPPER

F/L John L. "Joe" Knowlton, Winnipeg, skips an all-Canadian Mitchell crew with an RAF squadron in England. With him are F/O Lionel E. "Hank" Hastings, Toronto, navigator; F/O Earle G. Eppstadt, air-gunner; and W/O Perry S. Purvis, Holland, WAG.



"I think it was all this Jerry secret weapon talk that did it — He keeps muttering feebly, 'Wait till they get a load of this!'"

TOP SCORING INTRUDER WINS BAR TO RECENT DFC AWARD

Impressive Total of Flying Honors Given Canadian Airmen in New List

An immediate Bar to his DFC for F/O John Todd Caine, Edmonton, Alta., and a non-immediate Bar to the DFC for S/L Lloyd Fisher Austin top a list of 66 awards of RCAF personnel announced this week in the "London Gazette." The list includes five immediate DFCs, 58 non-immediate DFCs, and one non-immediate DFM.

Five More



F/O J. T. Caine

In a sortie over enemy territory in March, Caine shot down two enemy aircraft and in another in April he shot down two JU52s and damaged a HE111 on the ground. Since then he has destroyed one more. He has been responsible for the destruction of nine enemy aircraft in the air and four on the ground, the citation states. Caine is top scoring pilot with the City of Edmonton Intruder squadron.

Since receiving his DFC, S/L Austin has completed a second outstanding tour of operations, the "Gazette" states. Over many of the most heavily defended targets he has displayed an unflinching reliability and skill. Receiving immediate DFCs are F/O P. W. Heron, S/L H. D. Cleveland, F/O P. Huletaky, F/O G. N. Miller, and W/O C. A. Watt.

S/L Cleveland has assisted in the destruction of three enemy aircraft in the air and personally damaged one on the ground, the citation says. Another time he led aircraft in a successful sortie during which he damaged three enemy planes on an airfield.



S/L H. D. Cleveland

Sub Attack

F/O Heron has on three occasions engaged Nazi U-boats. On the last occasion in February the sub was sighted on the surface with decks awash. Heron pressed home a determined attack from a low level, straddling the vessel with a number of depth charges.

The "Gazette" states that F/O Huletaky's keenness to engage the enemy enabled him to assist in the destruction of several enemy aircraft. F/O Miller has destroyed at least two enemy aircraft and assisted in the destruction of another.

Sgt. Leonard Stephen Sumak receives a non-immediate DFM. By his cool and efficient direction his pilot was able to evade attacks of two enemy fighters while returning from an attack on Berlin in December, 1943. The citation states Sumak probably destroyed one of them.

Receiving a non-immediate DFC, F/L Sven O. Meyer is cited as a highly skilled navigator who has taken part in many operational sorties, several of which were by night and involved landings in enemy territory. F/L Thomas G. Reid and F/L Reginald S. Smith each receive non-immediate DFCs for participating in operational sorties, including transport work in support of army and air force units in North Africa, Sicily and Italy. They took part in landing both troops and supplies by air in operations in Burma.

Scorns Ack Ack

F/O Harold R. Facey receives a non-immediate DFC for his part in an attack last December against 11 destroyers and a blockade runner in the Bay of Biscay, despite heavy anti-aircraft fire and enemy fighter

attacks. He also has made two attacks against submarines, one in the face of heavy anti-aircraft fire in which the U-boat was seriously damaged.

A similar award goes to F/O James Craig, wireless operator, who has displayed courage and determination in attacks against heavily defended targets, including nine against Berlin. P/O William H. Ledger, air gunner, also receives this award. On one occasion Ledger's aircraft was attacked by two enemy night-fighters. One of the Messerschmitts was shot down. In June, 1943, his aircraft was attacked by six JU88s. Two were repulsed and through his accurate directions to the pilot the remainder were evaded.

F/O Frederick C. Sim receives a non-immediate DFC. As an air bomber he completed an attack after his aircraft had been damaged. Receiving the same award, W/O Robert L. Taggart is cited as having through his vigilance and accurate directions enabled his pilot to avoid an enemy attack and complete the mission successfully.

Award List

Others receiving non-immediate DFCs are S/L J. F. Bell, F/O Charles R. Bryers, F/L Daniel B. King, DFM, F/L James G. Thompson, F/L William S. Middlemiss, F/L Norman J. Smith, F/L George Baxter, F/L Lawrence L. MacKinnon, F/L George H. Nicholson, F/L John M. Mitchell, F/L Robert Burns, F/L Russell E. D. Ratcliffe, F/L Harry S. Shortt, F/L Eli Baker, F/L Douglas Owen Blamey, F/L Daniel N. Row, F/L Joseph Simms, F/L Gomer S. Morgan, F/O Andrew G. Bell, F/O George A. Weldon, F/O John R. Harding, F/O Gerald M. Walls, F/O Rodolphe J. U. Rocheleau, F/O Warren W. Tucker, F/O Horace L. Rees, F/O Alexander Bowers, F/O Ivan N. Peterson, F/O William W. Turnbull, F/O Leonard T. Berrigan, F/O Stanley W. Armstrong, F/O Kenneth J. Anderson, F/O Reginald J. Elsey, F/O Edward J. Densley, P/Os John F. Edwards, Ernest H. Wood, Eric James Hurd, William N. McInnis, Joseph A. G. Tremblay, Vernon J. Bouchard, Gordon C. Stephen, Stanley C. Hodges, and Richard B. Leigh; W/Os Philip D. Mitchell, DFM, Lorne Hudson Todd, Oliver D. McLean, Thomas J. Howard, Clifford L. Douglas, James A. McN. Seaton, Allan R. G. Fonseca, Archibald McA. Barrowman, George Cattiny, Edward C. Thompson, and Frederick C. Davies.

NEWCOMERS PACK IN CONTINENTAL SORTIES

Although many men with a RAF Mitchell squadron of TAF led by W/C R. W. Goodwin, Toronto, have only been with the squadron a few weeks, most of them have already logged four to six daylight sorties, an indication of the quickened bombing tempo against the continent.

These include F/O F. J. Blitz, Vancouver; Sgt. D. S. Whitting, Centralia, Ont.; F/L S. W. Shapton, Fort William; W/O V. A. Higgins, Tilson, Man.; W/O J. B. Polrier, Rimouski, Que.; Sgt. J. V. Coburn, Agincourt, Ont.; Sgt. T. G. Bell, Killarney, Man.; and W/O J. Venn, Toronto.

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Bomb Aimer Dumped Nearly 225,000 Tons

Nearly a quarter-million tons of bombs have been aimed and released on targets inside Germany by L. G. "Scotty" Goodall, Brantford, Ont. A sergeant bomb-aimer when he took part in his first raid, a 1000-ton attack on Cologne in April, 1942, his accuracy in successive months won him the DFM and his majority as a squadron leader in charge of bombing with a Canadian squadron.

During his first tour, Goodall made 32 trips to Germany with a RAF crew which included several other Canadians. Each member of his crew won either the DFM or the DFC during the first tour. Some of the cities to share his 225,000 tons included Nuremberg, Hamburg, Cologne, Frankfurt, Wilhelmshaven, Bremen and Emden.

In his first trip to Cologne, he experienced almost everything in the Nazi defensive book. The kite was coned by searchlights for 11 minutes, there was plenty of flak and even the weather produced electric storms, rain and thick clouds to make the job just a bit tougher.

Goodall reverted to his temporary rank of flight lieutenant after completing his second tour. Ticketed for a ground job in Canada last month, he protested "I'd rather be here in England when the gong goes for the invasion."

MUSHBALLERS BUILD REP AGAINST YANKS

Canadians on a certain RAF TAF station in the south are punching out a softball reputation for themselves in a series of games played with neighboring American teams. With one American outfit in particular they have played three games and won two of them, dropping the other by a five to four score after an extra inning. The last time the Canucks met this Yank team, the game was advertised throughout a nearby town and many citizens turned out to watch the event. A loud-speaker system loaned by NAAFI enabled LAC "Tiny" Feller, Montreal, to announce the game and explain the rules to the English spectators. The Canadians won six to three.

The line-up for the Canadians was as follows: Cpl. Fred Bannen, Toronto, p; Cpl. Nick "Honest" Pliska, Portage la Prairie, Man., c; LAC Bob Rush, 1b; LAC Bill Mitchell, London, Ont., as; Sgt. Doug "Red" Chappell, 2b; LAC Larry Kilgour, Toronto, 3b; LAC Gus Gill, St. Catharines, Ont., rover; AC Jacques Bellerive, Three Rivers, Que.; 1f; Cpl. Al Len, rf; LAC Bert Hildebrand, cf. Cpl. "Nick" Gibson, Timmins, Ont., coached the team, and Sgt. Jim Ahlett, Winnipeg, was base umpire.

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When LAC Sid Solomons, Toronto, went to the RCAF Recruiting Centre early in '39 they said, "You'll have to wait a long time." So Sid hopped a boat and got in the RAF about the same time the war started. He had a short service commission as a pilot and, as they discovered later, color blindness. So Sid took a ground job as a fitter and when he finished his course volunteered for overseas.

They sent him on "overseas" service to Canada. For three years he lingered there before coming back to England. When Sid joined up he worked on Hawker Haris, Hampdens, Harvards and now slaves on Spits.

F/S Air Gunner Leigh Cairns, Weston, Ont., is temporarily off ops because of two frozen fans. About five miles above Berlin his oxygen equipment went fiff-t and he got groggy. A crewmate went back to see what was up, took off his helmet to feed him from the bottle, and they both passed out. Finally the flight engineer came back, saw the boys sleeping and gave the skipper the hi-sign to get downstairs quick.

The skipper dropped from 20 to four thousand, and thundered over the Ruhr, AA and lights following them. That was Leigh's fourth flip. Another RCAFer in the crew was W/O Ken Hawkins, Salt Lake City. At present Leigh is instructing at a Winpy OTU. Also instructing at the OTU is W/O AG Ronny West, Saskatoon, who did a tour with Leigh's outfit.

Leigh trained with W/O AG Harold "Jesse" James, London, Ont. Jesse is just about finished a tour of ops on Lancs. His navigator is P/O Harry Gillar, Ont. W/O AG Freddie Logan, Halifax, NS, has wound up a tour of ops with Jesse's outfit, and Murray Sherman, Toronto, a W/O AG, hasn't far to go to do a tour. To all these gunners Leigh Cairns would say, "Hi ya Guys!"

P/O Johnny Garth, Halifax, NS, W/O Bill Groux, Hull, Que., and W/O Bill Ritchie, Westerner, are

three gunners instructing other gunners at a conversion unit. All three have done their first tour—with an Aussie squadron. For Johnny, his tour was fairly quiet—a little flak here and there with the odd fighter thrown in. He would mention the Penemunde attack, though. It was a low-level job with plenty of enemy fighters attached.

W/O WAG Harry Norton, Indian Head, Sask., has been back a month now from North Africa. Sinus trouble cut short an ASR tour after a 50 hour start. Off Rome on the first of February their flight of planes picked up the crew of a ditched Hudson. Other WAG in Harry's crew was W/O Jimmy Morrow, Sask., and the pilot, F/O Don Gregg, Louisiana. A few other Canadians in the outfit were W/O WAG Lyle Mack, Bonnyville, Alta.; F/O Pilot Jack Kelly, North Bay, Ont.; P/O WAG Harold Wilson, Hamilton; P/O WAG Creighton Albre, Nassau; W/O WAG Gerald Harper, McCreary Junction, Man.

You don't need glasses to see why the boys call F/S Don Norris "Red." A bomb-aimer, he's from Toronto and aims his bombs from an RAF Lanc. Other Canadian in the crew is W/O Navigator Ray Smith, Kingston, Ont. The boys have chalked up 16 in the log book so far.

A raid on Dortmund, two fighter attacks and a combo of lights and flak have provided the ops excitement so far. Some of the Canadian Joes around the station include P/O Bomb Almer "Shorty" Halloran, Toronto; F/O Bomb Almer Eric McNeice, Toronto; and F/O Archie Rattray, London, Ont., also a bomb-aimer.

Canucks Hustle With Far East Lib Outfit

India.—Hustling with one of the busier Lib squadrons of the Strategic Air Force, South-East Asia Command, are 15 RCAF lads and one Canuck with the RAF. Two are radio mechs, the remainder air crew.

Targets in the squadron log books include Rangoon, Mandalay, Moulmein, Bangkok and Arakan front centres.

Longest trip of all is the 14-hour jaunt to Bangkok. But the Thailand capital do is not usually the most troublesome. The flak is not up to Rangoon standard.

During the working season the lads pile up ops hours in a hurry. Sgt. Sigurdur Kjartanson, Amaranth, Man., and Winnipeg, made 17 trips in three months. Sgt. "Pete" Rombough, Newington, Ont., has completed 15 ops, nine of them in one month.

In the final operation of that month his Lib was jumped by three Zeros. He was in the waist

turret that night and got a burst in on the last of the trio of attackers. Because of the searchlights he couldn't assess the damage he had caused. The Nips attacked in quick succession, two from astern and the third from under the port wing. They were all driven off, but the Lib lost 4,000 feet during the three-minute action.

Other Canadians with the unit are: Sgt. Don Abrams, Summerstown, Ont.; F/S Ralph Stephens, Windsor, Ont.; W/O Bob Anderson, Three Mills, Alta.; Sgt. Jack Goddard, Hamilton, Ont.; Sgt. George McCutcheon, Toronto; Sgt. C. T. Vigneux, Windsor, Ont.; Sgt. Andy Gilroy, St. Catharines, Ont.; F/O Jack Holstein, Caledonia, Ont.; Sgt. Ed Penty, Vancouver; Sgt. Wayne Spaulding, Detroit, Mich.; Cpl. Bill Fowler, Montreal; LAC Joseph Faubert, Chateauguy, Que.; F/O P. J. "Pete" Evans, St. Georges, Bermuda.

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Weston

PUBWASH-ED OUT



LAC Ray Ritchie, LAC J. R. McLennan, Cpl. Bob Stenhouse. (Central RCAF Photographs.)

There's a new B-Beer to be given the name of "Pubwash" out at the Bluenose Squadron, and it will have to be a gen kite to replace the old "Pubwash" as far as its ground-crew affections are concerned. "Old Pubwash" was the pride of the squadron. It did more than serve its allotted chore with W/C Bartlett's unit and would still be going strong but for the fact that the Blue-nosers went through a change-over program. It's now doing a stint at a conversion unit, and in the words of Cpl. Bob Stenhouse, one of its ground crew doctors, "Whoever takes old Pubwash up will be in a good, solid aircraft."

Pubwash never had a hole in it from flak or fighter. It did a stretch back a piece of 25 sorties without the slightest bit of trouble and had 36 trips in all when the conversion unit beckoned. The ground crew lads fussed over it like a mother and 24 hours a day wasn't too much if the need was there. The ground crew were all farm lads before the war. Cpl. Stenhouse, fitter, is from Port Reeve, Sask.; LAC Walter Griffin, fitter, Toulon, Man.; LAC Lawrence Johnston, rigger, Douglaston, Sask.; LAC Ray Ritchie, fitter, Calgary, Alta.; LAC Johnny Reemers, rigger, Mankowta, Sask.; and LAC Ross McLennan, fitter, Bracken, Sask.

TEN TALK

Notables Visit Group

It was a big night and a bang on night. The officers certainly went all out to make a highly successful evening on the occasion of their party. Considerable trouble had been taken with the mess decorations and the messing staff, supervised by Sgt. Marchand, Tilbury, Ont., spared no effort with the spread.

Visitors

Our station commander, G/C D. M. Edwards, AFC, had as his special guest none other than Air Vice-Marshal C. M. McEwen. Other distinguished visitors included Air Commodore A. D. Ross, a previous parent station commander, G/C N. A. McGregor, once CO here, and G/C Rutledge.

High spot of the evening was the arrival, uninvited as usual, of Hitler, impersonated by P/O Phillips, RAF; Goering, impersonated by F/O Wright, New Westminster, BC; and Goebbels, impersonated by F/L Crawford, Fort William, Ont. They were accompanied as usual by a bodyguard of 50 storm troopers. Adolph unleashed a verbal torrent, creating much amusement, also as usual.

Singer

Music was excellent and was provided by Canadian Bomber Group band. The excellent singing of S/O Isabel Mutch, the Canadian girl with the golden voice who has been so much publicized by her singing to crews before take off, put a final touch to a night which will be long remembered by all present.

All here would like to know who were the two civilian types, either temporary or acting unpaid, recently caught by the candid camera. Pity it wasn't technicolor so we could have had a more lasting effect on our eyesight. This candid camera caught many people the other day, including a party comprising S/L "Bus" Baker, Preston, Ont.; S/L Gord Ewan, Victoria, BC; F/L Ralph Davis, Victoria; F/L Gordie Turner, Simcoe, Ont.; F/L Flewellyn, Calgary, Alta.; and S/L Tommy Harper, Winnipeg.

One photograph is a leg show, and we notice that F/L Flewellyn is the only one who can still afford to wear suspenders.

Health

Physical fitness training, bags of exercises, daily sessions with one hundred per cent attendance, and, in addition, digging, laying turf, in fact every kind of healthy and constructive exercise has been our lot all this week. This we publish just to let our readers from other stations know that we do something else besides enjoy ourselves at parties.

Medals for this work must go at present to our servicing wing for their victory garden. LAC E. J. Jenkins, Saskatoon, is i/c gardening for the wing, and he has some able assistance from representatives of farming pro-

Around Town

The HQ baseball team got beaten by US Solons to the tune of 7 to 1. Ron (Frank Sinatra) Rignall hit a home-run. Our only run of the game. Orchids to you, ole boy.

DMS is leading the House League with DP and APA2 battling it out for second place.

F/L F. C. Bett and F/L E. U. Spriggs are playing cricket for CMHQ's team. Both chaps have played a lot of cricket in Canada before the war, so CMHQ were lucky in getting a couple of imports to round out their team.

Cpl. Eve Pickering, of the photographic section, is looking very pleased with life these days. Our star reporter saw her walking down High Holborn with her fiancé, F/O Cec Southward, who recently got back from overseas.

Congratulations to the new hookers. Charming Cpl. Grace Cook, of the Orderly Room, the BC flash Cpl. Marg Sutherland, of DP, the mud-football champ, Cpl. Collette Lavelle, and all the other lovely lovelies who are in the honor-list. Special congratulations to dapper Sgt. Shephard, our beloved pay sergeant. We are also especially glad that Shephard is a senior NCO because now he can do some honest work and call the roll in the morning.

The standing of the International Softball League is as follows:

	Won.	Lost.	P.C.
US Solons	4	0	1.000
US Padres	2	1	.667
Can. Army			
Records	2	1	.667
CMHQ	1	2	.333
RCAF HQ	1	3	.250
RCAF Accts.	0	3	.000

The following games are scheduled for Sunday, June 11: No. 2 Diamond, US Padres vs. Accounts; No. 6 Diamond, CMHQ vs. Records.

—Hawkeye Harry.

vinces. Cpl. Wally Kerr, Fredericton, NB; LAC Len Baughan, Portage Du Fort, Que.; and AC Roger Newnes, Salmon Arm, BC, all put in some heavy digging hours. LAC Sweeting, Hamilton, Ont., and LAC "Red" Wright, Sherbrooke, Que., have also done good work.

Boycott

The boys were all agreed on one point, that no food could be grown if it had to be taken to the mess hall. The produce, lettuce and carrots, are all quite plenty.

LYNX SQUADRON

Ground Crew Chiefie

F/S Trev. Greenwood, of Grand Lake, N.B., is our popular i/c of "B" Flight ground crew. The flight has worked smoothly and efficiently since he took over command and the boys claim he's "the best boss, ever." He enlisted at Moncton in January, 1940. A two-week vacation at Toronto Exhibition (Training Wing was not yet born) preceded his posting to St. Thomas. In quick succession Trev passed through Camp Borden, No. 1 B and G and No. 8 SFTS until, in January, 1942, he arrived overseas as a corporal.

Promoted

In the same month he joined the squadron and the following November received his third. At the beginning of this year he achieved that noble distinction that bears the title of "Hey, Chiefie."

Trev says, "I'm looking forward to visiting my favourite cities, Edinburgh and Glasgow, before too long."

The boys say, "He ranks high with us as a Senior NCO."

Highlights

Congratulations to Sgt. Roy Malcouronne, of Montreal, on receiving his third this week. The squadron welcomes a new education officer, F/O R. Y. Hogg, of Saskatoon, who recently arrived from Canada. This will lighten the burden for Sgt. "Casey" Voigt, Poplar Point, Man., who has been holding the fort on his own for the past few months.

The recent marriage of LAC Harvey Gribling, Chilliwack, BC, puts the squadron total over the dozen mark. The lucky girl was Ann Hughes, of Llandudno, Wales. LAC Len Grindley, of Toronto, spent a hurried visit with an old chum, LAC Howie Gifford, also of Toronto.

Newcomers

New arrivals to the squadron are W/O Wil Miller and his navigator, F/S George Martin, both of Hamilton, Ont., and F/S Bill Anaka, Yorktown, Sask., and his navigator, F/S Buck Weber, of Quebec City. Both these crews have gone to "A" Flight, LAC Art Gore, of Toronto, and Lloyd Morgan, Moose Jaw, Sask., are doing a good job in echelon stores in spite of recent postings from their department. F/O Stan Kvam, Curso, Iowa, is spending leave in Exeter, Devon, while his navigator, P/O Guy Read, of Drumheller, Alta., takes it easy further south in Torquay.

Weekly Salute

To our Knights of Columbus Supervisor, Dick Waide, of Sudbury, Ont., for the great job of morale-boosting he's doing for the boys. The man who knows no rank has made our sleepy English village come alive with his well-organized movies, softball, bingo, and other entertainments, as well as a constant supply of cokes. Keep up the good work, Dick, we love it.

Stop Press

The May softball schedule ended with "B" Flight ground crew in top position. We are glad to welcome the detachment of Swordfish Squadron into the June schedule.

—LAC H. B. G. Wilson.

Hiltz's Hotshots

The dance committee deserves a bouquet for the squadron do which was a magnificent event for these parts. The committee members can be proud of their work.

W/C "Ab" Hiltz, St. Stephens, NB, was host to many guests, including S/L Saunders and our old friend S/L Bill Snelgrove. A very good time was had by all and promotions and demotions were thick and fast. The RCAF band attended and hit out with the sweet and lovely.

"Marsh" Macklen emerged as the uncrowned jitterbug champ. Our Winco was seen cutting a mean caper and "Doc" Rogers was right on the bit in the howling section.

Our ball season got off to a nice start, with some good work by Don Fortune. The A flight boys under Claude Edwards really whipped the gang from the hangar in fine style. The station field day went off in perfect order and the Canadian boys took a fair share of the silver.

Farewells are going to "Joe" Schultz, DFC, and Verne Williams, DFC, who are now on a well earned rest.

—Percy Macklen.

KILL SO FAST THAT NAZIS UNIDENTIFIED

Two enemy aircraft were shot down into the Channel in split-second combats with two Typhoons of TAF last week.

"We were travelling so fast when we came upon them and the combat was over so quickly that we hardly had time to see what they were before they were destroyed," said F/O A. R. Taylor, Canadian pilot of one of the Typhoons, "between the two aircraft, and a number of

WINDSOR ARMEN EDGE ARMY TEAM

Italy.—A typically Canadian sporting spectacle was created close behind the Allied lines when RCAF and Canadian Army softball teams competed in a sudden-death game for a trophy fashioned from a shell-case. The RCAF, represented by a team from the City of Windsor Spitfire Squadron, only RCAF squadron in the Mediterranean theatre of war, showed more experience and team-play to win 12-2 in seven innings.

The game was distinguished by the presence of Lt-General Sir Bernard Freyberg, VC, who, in addition to being an interested if somewhat bewildered spectator, presented the trophy to the winning team.

The cup was accepted on behalf of the City of Windsor Squadron by its CO, S/L Wellington Hay, London, England, and Millbrook, NY. The game was arranged by Lt-Col. W. S. Rutherford, and acting as host was Brigadier Eric Snow. The game took place at a Canadian Army rest camp named Snowhaven after the Brigadier.

Air Force.—Joseph Johnson, Sydney, NS; Frank Lavelle, Niagara Falls; Sol. Lebowitz, Toronto; Robert King, Toronto; D. Stewart, Port Arthur; Zorrie Sarkisian, Galt; Don Smith, Wilkie, Sask.; Wally Arnold, Windsor; George Gibney, Hamilton.

Snowhaven Army.—J. Mombourquette, Lower L'Ardoise, NS; G. W. Powell, Halifax; C. F. Armstrong, Stratford; W. Blackman, St. Mary's, Ont.; H. J. Kitta, Altsask, Sask.; R. H. Meyers, Glace Bay, NS; J. A. Bayley, Victoria, BC; D. G. Pullen, Toronto; L. G. Smith, Toronto.

DFC AWARDED LION FLIGHT COMMANDER

Veteran of 29 sorties against enemy targets, S/L F. Neville Murray, Port of Spain, Trinidad, BWI, is included in a recent list of awards announced by the Air Ministry recently. The Lion Squadron flight commander was given the DFC.

The Trinidad flyer won his RCAF wings at Hagersville in October, 1942. He proceeded overseas the following month and turned in all his ops with the Lion Squadron. During his first tour, he went to most of the principal targets in Germany including five to the capital.



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POTINS et NOUVELLES

De passage à Londres cette semaine, deux vétérans des opérations aériennes furent interviewés à la radio pour des émissions destinées au Canada: le lieutenant de section Guy Plamondon, de Québec, qui est adjoint du commandant dans une escadrille de Typhoon armée des bombes-fusées, et le sous-officier breveté Maurice Charlebois, d'Ottawa, bombardier-pointeur à une escadrille de Halifax.

Nos félicitations au sergent Marcel Croteau, dont nous racontions dernièrement qu'il a abattu un Juhkers 88 au-dessus de Karlsruhe; le sergent vient de se voir attribuer la DFM. Egalement à l'officier-pilote Aurélien Audet, un des ingénieurs de l'escadrille Alouette qui vient de gagner sa commission.

L'aviateur-chef Wilfrid Poulain a été affecté cette semaine au quartier-général de l'aviation. Cet ancien armurier-bombes, qui fut jadis principal d'une école en Saskatchewan, sera attaché à la section d'éducation.

Le sergent de section Léo Fournier, d'Ottawa, célèbre à Londres, avec son pilote, la fin de sa tournée d'opérations comme mitrailleur à bord des avions Mitchell.

Parmi les nouveaux membres du personnel navigant arrivés à l'escadrille Alouette, on remarque l'officier-pilote Damien Hache, de Petit Rocher, NB, et l'officier-pilote Jacques Terroux, de Montréal. (Tous deux pilotes.) Egalement un navigateur de Montréal, le sous-lieutenant d'aviation Roland Beauchamp.

Un nouveau venu à l'escadrille Buffalo, le sous-lieutenant d'aviation Maurice Barbeau, de Gatineau, Québec, a 2,000 heures de vol à son crédit. Il était pilote et membre de "Ottawa Service Club," avant la guerre. Cet ancien moniteur de vol a également figuré dans le film d'aviation "Captains of the Clouds."

Quelques jeunes Canadiens-français aux équipes de terre de l'escadrille Buffalo l'aviateur-chef Léopold Berrault de Nouvelle, Comité de Bonaventure, mécanicien... le sergent Marcel Godin, de Montréal, un armurier qui a épousé une Écossaise dernièrement... l'aviateur-chef Uric Doucet, et son camarade Roger Leblanc, qui surveille le bon fonctionnement des appareils électriques à bord des Beaufighter.

Le lieutenant d'aviation André Lauzon, de Montréal, faisait partie récemment d'une formation d'une cinquantaine d'avions qui au cours d'une sortie attaquèrent et endommagèrent sérieusement quatre balayeurs de mines et un destroyer ennemi aux abords de la côte française. Le navigateur Lauzon est bachelier ès-arts et ancien étudiant du Polytechnique.

LEADS FLIGHT

S/L Cliff Murphy, DFC, Belleville, Ont., has been promoted to that rank and made a flight commander of the Ghost Squadron. He won an immediate DFC in March for completing an important mission despite the fact that he lost an engine early in the journey. He has 26 trips in his log.

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BACK FROM GERMANY



Five members of the RCAF were included in the group of repatriated prisoners of war recently returned to the United Kingdom. They are, left to right: W/O Georges Croislaux, Brussels, Belgium; P/O Iric George Pridham, Toronto; S/L Foss Henry Boulton, Coleman, Alta.; W/O John Sommerville, Barrie, Ont.; F/S Douglas Hildreth Castling, New Westminster, BC. (Official RCAF Photograph.)

BEAVER BASE

Pooch Pals at Base

Most popular new arrival on this base is "Chink," chow puppy who makes his home with W/C A. C. Tufts. Shortly after his arrival "Chink" got himself very much in wrong by some highly irregular conduct in the base HQ hallway. Sternly reproved by the Winco, he showed such signs of real and genuine repentance that all was forgiven, and he is now again basking in the warmth of popular esteem, and may be seen daily frisking with his new playmate, "Laddie," white Scottie member of Air Commodore A. D. Ross's establishment.

Back Again

Back in our midst for a short stay is S/O Nita Tory, titian-haired eye-ful whose departure to Group HQ some time ago caused convulsive sighs in more than one manly bosom. Gone to another base in the group is S/L John Kyle, Scottish-Canadian Adonis, who had all the pretty Wid watchkeepers atwitter. Incidentally one of these lovelies, Pat Secombe, luscious Toronto brunette, has now joined the sergeants' mess.

This week we also bid adieu to W/C W. A. McKay, DFC, C/O of the Leaside squadron. Having completed his tour and acquired himself a lovely Wid wife in the process, he is now returning to that far-off land in which even Halifax will seem like the Garden of Eden. His departure was the occasion of a farewell party in the officers' mess at one of the base stations where the panegyrics were pronounced by Air Commodore Ross and G/C Rutledge. In bidding Winco McKay au revoir and all the best, we extend a welcome to his successor, S/L J. K. McDonald.

F/L "Huck" Walker, the popular Thunderbird squadron adj., certainly must carry a lucky charm of some sort. The other evening the debonaire Export Hope (Ontario) business man set forth on his bicycle to visit a popular local refreshment establishment. A flat tyre caused him to stop at a neighbouring farm house to borrow a bicycle pump, where he received the joy-shattering information that his target for the night was closed due to drought. However, all's well

that ends well, and when he bade his hospitable host and hostess adieu hours later and cycled happily home, it is rumored that he wasn't even aware that the tyre was still flat.

Farmer Hours

Right in their element these days are W/O Wally Morgan and F/S Jock Stephen, crown princess of the local league for health and beauty. Each morning at an early hour they may be seen putting WAAF and Wid personnel through their paces, while later in the day they have the pleasure of producing two acres where there was only one before among the officers.

From comments heard among afflicted personnel in both categories it seems improbable that they will get either dates in the near future. Then "Joe boy" sergeants and corporals are performing the same sad tasks on the rest of us; so that any stranger visiting here these days might easily conclude that he had arrived at the Chelsea Pensioners' Home by mistake.

Even F/S Elliott Branch, with his sustained nocturnal PT schedule behind him, is showing the dire effects, while such perfect specimens of virile strength as F/Ls Bert Bond and R. L. Orpen, S/L Bruce Kehoe, W/Os Tubby Reid, Louis Frechette and Bob Seeley, F/Ss Jim Reille and Chuck Addison, and Cpls. Walt Perchaluk, Gord Arscott, John Stokes and Jim Symons, and LACs Joe Grenier and Rene Belair are practically on their knees. -Sgt. R. J. Gunn.

"R" DEPOT

Camp Streets Tagged

Anyone who may have experienced difficulty in finding his way about camp will welcome the addition of street names with necessary signs and direction posts, indicating clearly the straight and narrow. Appropriate names have been provided by the "locals" in a contest backed by the Y, and now we boast our own Piccadilly, and anyone who would like to feel he is on Civvy street may pop up and try ours. We also have an Easy street, among others, but please do not take that too literally.

Help!

It is now expected a petition will shortly be forthcoming from our midnight Romeos to have illuminated signs placed at vulnerable points after dark.

Plans for a local station crafts shop are fast becoming a reality. A number of tools have arrived and, for all you would-be craftsmen, a shop is soon to be set up in one of the Nissen huts just up from the Y office.

The duck farm commenced operation last week. The first shipment has arrived, but since strength figures must by reason of security remain unknown, it will be sufficient to say that production is going strong.

Arrow Shortage

Three more members of the staff here have followed Cupid's instructions. Congratulations go to Cpl. E. Collins, of the post office, and his bride; to LAC Harry Glenn and his bride; and LAC "Biss" Bisson, MT section, and his bride.

All three couples were married on the same day, a fair day's record and with June then only a few days off, too. News is scarce but it is not possible to end without men-

tioning that sunbathing is proving popular as a healthful recreation. Comments might be numerous and a photographer would find a dream come true down here among these bodies beautiful.

MOOSE PILOT

Veteran of many sorties, three of them to Berlin, and former instructor at Calgary, Alta., Camp Borden and Trenton, Ont., S/L Jim Stewart, Montreal, has been promoted to that rank and given command of a flight in the Moose Squadron.

Con-Tact

It must be spring, combined with Leap Year, or then again perhaps it's the lonely Yorkshire moors that does it, but wedding bells seem to be ringing over the heads of the boys around the unit. With some, the bells have already rung.

The token goes this week to the gunnery section with greetings for the screens who have completed a tour, F/O "Pete" Behiel and F/O "Jake" Jake-man, Edmonton; F/O Tripp, Vancouver, and deputy gunnery leader who beat the Leap Year flag; and F/O "Pop" Thornton, DFC, Winnipeg. F/L Lyle Moyle, sigs leader, still holds that dreamy look in his eyes.

S/L Harry Gowan, of "A" Flight, has been awarded a bar to his DFC. F/L Alan Davidson, Winnipeg and Toronto, is keeping a good eye on the traffic in flying control now that S/L E. Adams has left for new stamping grounds.

F/O "Willie" Williams, Lindsay, Ont., and our Y rep, Mr. Jones, are doing a grand job with the baseball situation.

-F/L "Morey" Morrison.

BOMBER ORK HEP TO LATEST JIVE

Pride of the rank and file on a huge Canadian bomber station is the orchestra comprising RCAF tradesmen and tradeswomen who play for the love of playing when their day's work is done.

This station orchestra makes every Wednesday night something to look forward to, to date up for, and to thoroughly enjoy. Through the wide open spaces of the sprawling station can be heard dance music that is sweet and hot.

Nearly every member of the orchestra played in a band in his or her home town. Now they have their own organization and entertain their fellow service members. They volunteer their own free time for practice sessions to give the station an orchestra of which it can be proud. When they return to their homes they will be up on the latest tunes and can begin again without having lost touch with popular trends.

AWI Norma Florence, Regina, is vocalist for the orchestra when not busy in the equipment section. "Terry" Nelthorpe, who played with Marcel Le Rock and his band, and with Bill Miller's band at the Tic Toc in Montreal, is leader.

In the orchestra are LAC Donald Vagt, Killam, Alta., pianist; LAC Art Holmes, Guelp, Ont., trumpet; Cpl. Kenneth Brook, Moncton, NB, sax and clarinet; Cpl. Bob Sempie, Mildmay, Ont., sax; Cpl. Bryan Crawley, Dryden, Ont., alto and clarinet; LAC Frank Garside, Doncaster, England, tenor sax and accordion; LAC Tommy Graham, Glasgow, guitar; LAC Cayen, South Temiskaming, Ont., trombone; Sgt. Gerald Fahrni, Winnipeg; trombone; and LAC "Benny" Brink, Russell, Man., drummer.



VISITING FIREMEN

Two radio mechs who haven't radioed for a long while are Cpl. Johnny Harr, Wood-fibre, BC, and LAC Bill Allen, Sarnia, Ont. The boys have just finished a six months' course, and will be remustered to something or other in the near future. They left LAC Jack Cohen, Prince Albert, Sask., with three months to go on the same subject.

Johnny has the African clasp nestling alongside his CVSM. He went out to the Middle East with an RAF nightfighter outfit and came back to England after the fall of Tunis. He was out there eight months in all. In the boom town for a day was ex-druggist LAC Jack Halliday, Sankatoon. Jack dit-da's around an RAF training station. He's been over here about 14 months now. Jack got a bang out of the words of Canadian girls at RCAF HQ, after 10 months with the English at his station.

Some of the radio bashers there include LAC Ken Fenton, Montreal; Sgt. "Smudge" Smith, Kapuskasing, Ont.; LAC Harry Lanty, Toronto; LAC Ernie Reeve, Windsor, Ont.; LAC "Porky" Darcy Elstow, Sask.; LAC Paul Malo, Victoria, Que., and Cpl. Ray Greeves, Fort William, Ont.

Half a dozen airborne bashers invaded the capital to take up a course. They migrated from the Azores and the men in question are LAC Jimmy Spacklin, Toronto; LAC Don Wilson, Sudbury and Ottawa; LAC Bill Crago, St. Marys, Ont.; LAC Winston Greeves, Niagara-on-the-Lake, Ont.; LAC Bill Kennedy, Uxbridge, Ont. and LAC Doug Chadwick, Montreal. The boys were the first party to land on the Azores. Agony item; Spracklin reports that the fruit in the Azores is now out of season.

NORTH ENGLAND

By Jack Scarelliff

Three nights this week Cpl. Johnnie Walker has been coaching the lads in preparation for a baseball game with the Yanks at a nearby station in a "Salute the Soldier" challenge. In an interview, Johnnie said that providing too many girls don't turn out, "Shorty" Burniston and Jeff McDowell should hit the star ranks.

Jim Steele and "Cy" Sizeland figure they may get a meal out of it so they are tagging along for the ride.

Canadians have varied tastes in reading. A tour of the stretched out reading bodies revealed that George Maybee was reading "Substitute for Death," because he said he couldn't get along with the SWO and was trying to get a few ideas. Victor Swirzon was doing "Pygmalion" in between discussions with Wilf Challenger. "Bud" Backhouse seemed to be getting no end of pleasure from "Principles of Wireless," while "Mac" McKinnon was content to read "Jane" in the daily rag.

WILTSHIRE M.U.

By LAC Louis Ziff

Biggest social event of 1944 for the Wiltshire Canadians was the performance given at the main camp by the Tarmacs. Thanks to Padre Grieves, we all had seats booked for us well down to the front and were guests for the evening. The show was given to a packed and appreciative audience. After, we joined the concert spiced with Naafi suds, coffee, etc.

Mr. Fedy and his capable assistant, LAC Egeland, were present, and Mr. Fedy brightened an already bright evening by distributing cigarettes, envelopes, magazines, a softball bat and glove and several balls. Along with the Wiltshire Canucks was another gent from home, Cpl. Feather, of Winnipeg.

Frank Ouellette, scion of the Windsor Ouellettes, is sick. He's been in dock for a few days, but should be back soon.

LAC "Sammy" Samson, who sometimes wears his hair Veronica Lake style, hopes to go air crew soon.

In a section checker tournament, Al Loggie was one of the semi-finalists but slipped up and was washed out in his last competition.



INDIGESTION? -no thank you!

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RCAF WRITER

(Continued from page 1)

bombing run. Then the calm voice of the bomb aimer, 2nd Lt. S. W. James, of Everett and Yakima, Washington, announced over the inter-com "bombs going." A few seconds later a gulf of red appeared in the clouds beneath.

As the bomber soared out of the target area, a few bursts of futile light flak battered not far away. Not much later, a series of terrific flashes rent the clouds. The skipper observed mildly that Jerry was using heavy flak.

But we left that behind without trouble and the still clouded channel, too. Our giant motors roaring reassurance, we raced home past pale blue horizon and morning star. Canada's fleet of winged battleships had piled in the greatest force ever, to take a vital part in the invasion. I think everybody who flew in the three operations was happy except for the fact that a light blue-pencilled vapor got between us and what would have been the greatest sight of our lives.

MARITIME AIRMAN GETS WAY AT LAST

Walter McLellan, Economy, NS, wanted to be a bomb-aimer, but the Air Force made him a navigator. He got as far as his navigator's wing and sergeant's hooks and later began operational flying. But finally he got his chance.

When the RAF squadron to which he was attached converted to Lancasters a shortage of bomb-aimers developed. He volunteered and got the job. During his tour McLellan picked up the DFC and the

TAF SQUADRONS

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F/O Ross McCurdy, Halleybury, Ont., said "His (the Winco's) bombs landed right in the centre of the buildings and the walls just collapsed inwards, so the rest of us aimed at the dust cloud."

Gunned Guns

F/O Roy Heath, Salina, Kansas, thought the ack-ack post would be ready for the following squadrons so he dropped his bombs on the batteries which were just opening fire as the last two pilots of the first squadron dived.

"That was smart," commented F/O Ross Reid, Toronto. "The attack surprised them. We flew over as if we were bound inland, then suddenly circled and dived at the target." W/C Charles Green, DFC, Rhodesia, led another rocket wing against a Dieppe district billets and described the results as satisfactory.

Bridge Hit

Against the bridge on the Seine, Canadian airmen flying in the Mitchell squadrons described the weather as "good for the job." Airmen in the attack were F/O D. T. Roy, Cookeville, Ont.; F/L S. W. Shapton, Fort William, Ont.; W/O J. B. Polier, Rimouaki, Que.; Sgt. J. V. Coburn, Agincourt, Ont.; F/O T. Good, Toronto; Sgt. N. H. Spagnoletti, Merriton, Ont.; Sgt. F. A. Sutherland, Lethbridge, Alta.

Heavy and accurate flak was reported by fliers who attacked other coastal targets near Dieppe last Monday. One machine on its 65th operation was piloted by F/O B. Stones, Ottawa, who was on his 24th sortie.

KNOWS AIRCRAFT

S/L Don Skene, Montreal, has been named a flight commander instructor at a heavy conversion unit of RCAF Bomber Group. Since he joined the RAF in 1937 his life has been one long session of training and training others, interrupted by one tour on RAF Mosquitoes. An aeronautical engineer as well as a pilot, he has flown approximately 30 different types of aircraft.

rank of flying officer. Now he's instructing at a con unit of Bomber Group.

Leap Costs Airman Half a Ruddy Crown

Most disconcerting thing possible happened to P/O P. W. Maas, Renfrew, Ont., recently when the control column of his aircraft broke in his hands while he was flying at 16,000 feet in search of enemy aircraft. Maas and his observer, F/O A. Duncan, Toronto, had been scrambled to meet a German raid on the English coast when the accident happened. They were taking gentle evasive action through a British belt of searchlights when the control column snapped and the kite started to dive.

Quick work with the emergency hatches got both men clear before they were trapped in the aircraft. They bailed out and landed safely but their machine was seen to burst into flames as it plummeted straight down into the dirt. Duncan landed near a farmhouse and got shelter there after a tense moment before the farmer read the "Canada" on his shoulder. The farmer's wife was sure he was German. An hour later, search parties who had found Maas brought him to the same house. Maas was more surprised by the crowd they drew at the house than by anything else. "It was miles from anywhere," he exclaimed, "and yet five minutes after we got there, there must have been 500 people around the joint. I'll never know where they all came from."

KITE BUMPS KITE, BRINGS BACK EXTRA GUN AS PROOF

A mid-upper turret gun from a heavy bomber which was jammed into the fuselage of their own Halifax, was proof for members of a Thunderbird squadron crew that they had collided with another plane over a French target. The Halifax was leaving the target when there was a sudden crash and the whole aircraft shuddered. The crew believed they had been hit by flak. The port inner engine caught fire but this was extinguished quickly by shutting it off from the master switchboard.

Then P/O Lloyd Mann, Portage la Prairie, Man., began to do some investigating. He found the port inner engine which he feathered was minus a prop. The port outer was running smoothly enough but it was whirling a badly bent prop. Neat Work The whole underbelly of their machine was ripped up; the bomb bay doors, the escape hatch and the cowlings covering the retracting undercarriage. There were gashes on the underside of the wings, and part of the trim and tail rudder fins were missing. The aircraft became nose

heavy and Mann had all he could do to pull her out of a dive. As it was, they lost 5,000 feet before he could level out, and even then he had to sit with his knees pressed forward against the dashboard and both hands gripping it firmly during the trip back to prevent losing more altitude. Several times over the Channel Mann thought the plane was going to stall. Flying the kite was an ordeal but he made it back and made a safe landing. Just Finished On the ground the crew related their experience at the target. They had circled the target several times to ensure accurate bombing on the target markers. Mann made a final run over the area, bombed and was just pulling away when the crash occurred. On the gun belonging to the other aircraft the number is plainly marked, so that it will be possible by checking to determine if the other machine crashed or returned. Other Canadians in the crew were W/O Dave Smith, Toronto, navigator; W/O W. G. McClelland, Frobisher, Sask.; WAG Sgt. Douglas Harkness, Toronto.

PARATROOPS

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wild. Flame spewed out of the cowlings and the aircrew whirled madly off in a great arc above the aircraft. "Looks like a bloody boomerang," said the intercom. I wasn't able to check that up right then. The only Aussie in the crew was busy in the blacked-out navigator's office and one cannot be climbing around when the kite is cutting capers.

Any way, we weren't on speaking terms. I'd passed him back a penny half an hour before to tighten a screw and I hadn't got it back. The propellerless cowlings gaped into the wind like a grim, monstrous fish waiting for the mouthful that never came. Ahead of us and behind, other paratroop ships from the same assignment. We saw one now and then and the spotter spoke a curt message to the skipper. "Everybody be sharp now," the skipper had commanded as we left the English coast behind and navigation lights went out. "Let's know everything you see. We don't want any collisions."

Naval craft churned about in the Channel as we thundered overhead. They were only vague forms on the steely water and we wondered if they were invasion barges headed in to synchronize their attack with ours. Brilliant flashes that swelled and died illuminated the horizon in the direction of Cherbourg peninsula, interspersed with massive billowings of flame high into the air. "Bomber Command is on the bit to-night," Bob McCullough remarked from his point of vantage in the nose. His observation left nothing to be said by the rest of the crew.

The aircraft of our own outfit appeared less frequently within our vision when we were over France itself. Perhaps they dropped their load away ahead of us, or away behind, or maybe we were just too busy with our own troubles to mind anybody else's. Flying at much less than 1,000 feet at reduced speed over enemy territory is a full-time occupation in itself. Guiding O for Ogre home over the Channel, Stevie gestured out beyond the wing tips and spoke into the intercom. "There's a stream going in the other direction. Look like heavies again. I guess the big deal is really on, this time," he said.

"I'm glad they are coming with us instead of for us," remarked Lt. Alex Carlisle, Peterboro, Ont., as he and four other members of the RCNVR inspected Typhoon fighter-bombers at a RCAF airfield in south England. The naval men were paying a return visit to the airfield after Typhoon fliers had been to inspect their landing craft, which will ferry ground crew personnel now the invasion is under way. The pilots went to see the landing craft because they will be flying over them, and Capt. Arthur Woodhouse, Montreal, air liaison officer with the airfield, decided that it would be a good thing for them to know what the craft look like from both outside and inside.

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"We are pleased to have an opportunity to see an air force station, particularly an all-Canadian one," observed Lt. James Monteath, Calgary, one of the visiting seamen. "They looked over our craft and now we are looking over their ships."

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searchers finally located him, lying unconscious in his rubber raft. He was in such a weak condition he thought his rescuers were German and refused to give any information other than his name, rank and number.

Forced to bail out of his plane on his way back from a continental target, he drifted around for several days before



"PRINCESS O'ROURKE"

(Warner, Leicester Square)

Smooth, fresh and slyly placed is Warner Brothers' "Princess O'Rourke," a comedy-fantasy as American as President Roosevelt (who, surprisingly enough, figures largely in the denouement). It would be unfair of anybody to tell you the story, or even hint at it. But there are enough smiles, laughs and moments of delightfully original sentiment to warrant advising anybody and everybody to see it.

Capt. Norman Krasna directs Olivia De Havilland and Robert Cummings in his own original screenplay. De Havilland is superb, Cummings is knowingly genuine, and the screenplay won an Academy Award. But there's more—Charles Coburn, Jack Carson, Jane Wymen, a fine little ballad called "Honorable Moon" and Fala of the White House. Oh, yes, it's a good thing.

NAVY TYPES EYE RCAF AIRPLANES

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QUIZZED IN DOCK PILOT BUTTONS UP

Hospital officials tried vainly for several hours to pump information out of F/O Albert Allen Watkinson, Aylesbury, Sask., in England recently after he had been rescued from a three-day sojourn in his dinghy. He wouldn't talk.

Forced to bail out of his plane on his way back from a continental target, he drifted around for several days before

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