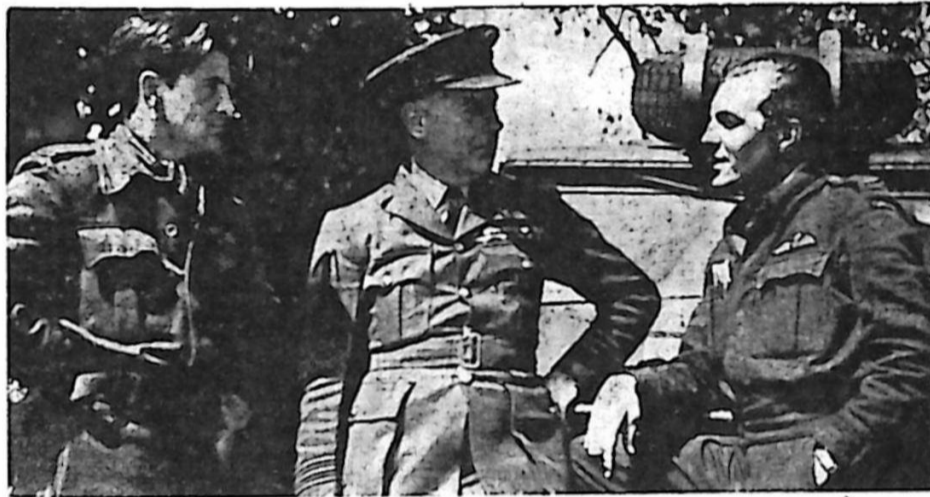


CANADIAN SPITFIRES FLY FROM FIRST BASE ON FRENCH SOIL

FIRST RCAF FLIERS IN FRANCE



Spitfire pilots of the RCAF were the first to land their machines on the beach-head landing strip in Normandy, completed Saturday morning by members of the Royal Engineers. Above, two of the first flight of four pilots who flew from England to try the new forward base for their operations are telling their station commander about it. Left to right are F/O Larry Robillard, DFM, Ottawa, W/C G. C. Maxwell, MC, DFC, AFC (RAF), and F/L Dean Dover, Toronto. (Official RCAF Photograph.)

HISTORY WRITTEN ON RCAF AIRFIELD AS ALLIED PLANES INVADE NORMANDY

Series of "Firsts" Mark Aerial Toehold on Continental Beach-head; Canuck Wing First Group to Land

AIR OFFICER FLIES SPIT TO BASE

By P/O STAN HELLEUR
RCAF Public Relations Officer

WITH THE RCAF IN FRANCE.—Flying his own Spitfire, an officer commanding a tactical group of the Allied Expeditionary Air Force, touched down neatly on a strip of French soil early this morning and the Allies' first operational airfield in France was opened officially. It is a Canadian base.

Stage Set

Escorted on his flying visit by W/C Hugh C. Godefroy, DFC and Bar, Toronto, and F/L Burgess, RAF, the OC immediately went into conference with other senior air officers who came over with early ground forces. In mid-afternoon he took off again for England, confident that the stage was set for heavy traffic. And it wasn't long in coming. At the end of the afternoon session, a large number of aircraft representing virtually all branches of Allied flying forces, had hit the dirt runway and pulled up for more petrol. The field is, and will be temporarily, used exclusively for refuelling and emergency landings. But the day is not far off when RCAF fighter squadrons may move in to stay.

First Down

Even in its present state, however, the airfield had a full day. It was the scene of several history-making incidents, the first occurring at 6.20 a.m. when F/O Bill Smith, RAF Typhoon pilot from Darvel, Scotland, his aircraft shot up by enemy flak, made an emergency landing and thus became the first Allied pilot to utilize the first Allied field in France. Two hours later, S/L Dal Russell, DFC and Bar, Westmount, Que., a Battle of Britain veteran now on his third tour of overseas operations, was the first Canadian to land on the strip and a short time later, the United States had its first representative in the person of Lt. Fred Rutan, Northampton, Mass., an Eighth Air Force pilot whose Mustang developed wireless trouble and forced him down to this new and welcome base.

Wing Lands

And so it went all afternoon. W/C Johnny Johnson's Canadian fighter wing was the first to land en masse following an operational sortie, be refuelled and take off on another job from this spot; three USAAF Dakotas bearing paratroops were the first twin-engined aircraft to land and take off again. For several Free French fliers with the RAF, it was the first time they had their feet on home soil in four years.

One of the flying Frenchmen, unnamed because his people are still in German occupied territory, watched a cloud of dust swirl behind a Spitfire taking off and remarked wryly, "It's dirty but it's good to see." Then as a suitable climax to an eventful day, the Canadian Spitfire wing under W/C George Keefer, DFC and Bar, Charlottetown, P.E.I., dropped down for more petrol and a reunion with the advance party that left them a few days before and came to France by boat. Keefer's wing took off shortly after but likely will be back permanently before long.

Hard Work

Behind all this activity is the work of a body of British Army engineers, who under command (Continued on page 6, col. 4.)

CLOSE CALL

After a 500-pound bomb from another machine flying above had crashed through the wing of his Halifax, F/S C. A. Selfe, Edmonton, flew his aircraft back to Britain. The skipper ordered his crew members to bail out and then followed himself. All the fliers landed safely in England, but the Halifax crashed into the sea. The incident occurred over a target area early last Wednesday morning.

GROUND CREWS BUILD DROME, HUNT SNIPERS, MAN DEFENCES

'Avions' Provoke Interest Among Frenchmen More Used to German Field Grey

With the RCAF in France, Friday, June 9.—While air comrades fly a constant patrol overhead, a strong ground crew force of the RAF and RCAF has been hard at work in France since D-Day, readying things for the moment when our flying forces begin launching attacks from ground that has meant flak-plus to them for four long years.

Interest

In the battered coastal villages taken by Canadian and British troops in the first two days of fighting, the groundman's air force blue provoked much interest among the war-weary villagers to whom field grey and now khaki is familiar. As a perpetual flow of men and equipment rumbled along their narrow streets, they stood on sidewalks, in doorways and windows, waving and smiling.

And when an occasional air force party passed their curiosity was obvious. Some knew what the blue uniforms meant. "Avions!" they explained. The others nodded comprehensively and waved and smiled some more.

Air force ground jobs are varied here, and one of the toughest has been that of RAF beach and balloon squadrons which jumped from landing craft during the invasion's blistering, early hours and have been on the beaches ever since, attending to subsequent arrivals of their own men and material, weathering the Luftwaffe's night bombing and strafing on landing areas.

Army ack-ack and neighboring (Continued on page 6, col. 1.)

KEEFER WING PRANGS EIGHT

Spitfires in Dogfight on Way Back From Caen Area

Led by W/C George Keefer, DFC and Bar, Charlottetown, a RCAF Spitfire wing shot down eight JU88s Wednesday morning over Cherbourg on their way back from attacking the Caen area. They also probably destroyed several others of a formation of 12 Junkers and one HE177.

Top scorer was S/L "Scotty" Cameron, DFC, Roland, Man., with two Junkers destroyed. Keefer got one as well. Others fell to F/L Dick Cull, Seba Beach, Man.; F/O Gerald Billings, Essex, Ont.; F/O Doug Husband, Toronto, and F/O Philippe Charron, Montreal. One JU88 was shared between F/O "Scotty" Murray, Halifax, and F/O W. A. Bishop, Ottawa, son of Air Marshal W. A. Bishop, VC.

Tiger Gunner Tags Four in Two Weeks

Three of Four Guns US When First Jerries Tangle With "Dead-Eye" Over Belgium

Within two weeks of his first double-killing, Sgt. Peter Engbrecht, mid-upper gunner with the Tiger squadron of RCAF Bomber Group, racked up kills No. 3 and 4. As Bomber Group attacked railway yards at Versailles-Mateloit, near Paris, Sunday morning, he claimed a Me109 and a Me110. The first was seen to hit the deck and the second is believed to have blown up in the air.

With three of his guns out of commission, Sgt. P. Engbrecht, Whitewater, Man., and Summer-side, P.E.I., mid-upper gunner in a Tiger squadron Halifax, destroyed his second enemy nightfighter minutes after his first kill during a recent attack on military objectives in Belgium.

His first victim was a Me110. His second was a FW190.

"Just after we left the target area," Engbrecht said, "bullets began whistling over our aircraft, and I opened fire in the direction from which the tracer came. I was still firing when

the bomb aimer saw the fighter go down.

"It appeared to drop off on one wing and went down in flames, a petrol tank exploding on the way down. Another explosion occurred when it hit the ground," reported the pilot.

A few minutes later a FW attacked from the port quarter. Wielding his only serviceable gun, Engbrecht opened fire. The German kite blew up in his sights.

Attacks by other nightfighters, sometimes operating in threes, continued all the way to the English coast, but the evasive action of the Halifax forced them to break off the action.

TAF Mitchells Strike First Invasion Blows

Hours after they dropped their bombs, Mitchell crews learned they had struck the opening blows in the D-Day invasion program. Although they realized their operation was something more than routine, their commanding officer, G/C C. R. Dunlap, CBE, Vancouver, told them that the whole show was a feint invasion attack. The group captain was ordered to conceal from the airmen that D-Day had arrived.

The boys knew something was up when station barriers were closed and all personnel confined to camp. When, towards mid-afternoon, aircrews were listed in squadron battle orders, it was obvious a maximum effort was to be made.

At the briefing session in the evening squadron targets were indicated in the Caen area, including a road-rail junction

and a narrow road defile in the hills. The operation was carried out in heavy cloud. A squadron of the Royal Netherlands Air Force was first to take off, followed by a squadron commanded by W/C R. W. Goodwin, Toronto.

Said W/C Goodwin after the trip, "It was a good trip. We had to drop down to 5,000 feet to find the markers, and then we let go. There was some slight flak and we couldn't see anything at all on the ground."

After their return and their interrogation the lads hit the hay. It was noon on D-Day when they woke to be told that this was it. Only when an air liaison officer explained to them where the landings were made did they appreciate the full part they had played in the start of the invasion.

NEW INTRUDER EQUALS MARK

Young Pilot Bags German Quartet on First Encounter

Four enemy aircraft fell in 20 minutes to the guns of a 24-year-old Mosquito pilot with the City of Edmonton Intruder squadron, F/O S. H. R. Cotterill, as he flew deep into French territory on the night following Invasion Day. It was the first time in his five operations he had seen an enemy plane.

Cotterill's four brought the City of Edmonton total to 66 destroyed since the turn of the year. It was the second time a member of his squadron had scored four in a single night. S/L Kipp, DFC, set the record several weeks previously.

The same night, another Edmonton squadron pilot scored a kill over France. F/L B. A. McFadyen, DFC, Toronto, shot down an unidentified aircraft.

Cotterill's foursome was made up of three JU52s and a JU 88. To add insult to injury, he dropped two 500-pound bombs on the runway in use. His navigator was Sgt. E. H. MacKenagh, RAF, Manchester, Lancs.

CC KITES PASTE GERMAN E-BOATS

Throughout the night and during the early hours of last Thursday, aircraft of RCAF squadrons of Coastal Command attacked strong forces of enemy E-boats and a number of merchant vessels off the invasion coast.

At least three E-boats were seriously damaged and believed sunk, and a fourth was probably damaged. One merchant vessel was left smoking. Our aircraft suffered no damage.

F/O E. A. Enns, La Salle, Man., who attacked a force of 30 E-boats in line astern, declared, "Considerable accurate flak came up at us and we dived into attack. We saw our bombs explode on either side and between two of the E-boats. They were either sunk or severely damaged."

Five more E-boats were attacked by W/C C. G. Rutan, DSO, Belleville, Ont., CO of a RCAF squadron. "I distinctly saw five as we went in with our bombs," he said, "but when we made a second run in, there were only three."

POTINS et NOUVELLES

La dernière liste des promotions comprend plusieurs de nos notres qui ont obtenu leur brevet d'officier dans le Corps d'Aviation Royal Canadien.

Le lieutenant de section Laurent Gingras autrefois adjudant de l'escadrille "City of Hamilton" a tout récemment fait une visite à Londres.

La mascotte de l'escadrille Alouette surnommée "Vickie" a pris place à bord d'un équipage anglo-canadien mercredi dernier lors d'un raid à Achères, France.

Le chef d'escadrille Gerry Philbin, 497 rue Du Havre, Valleyfield vient d'arriver aux Alouettes où il agira comme commandant de section.

Le lieutenant d'aviation Rosaire Garneau, navigateur, était de passage à Londres cette semaine.

Le sergent Roger Cantin, de Québec, vient d'être promu au rang de sergent de section.

Parmi les nouveaux arrivés aux Alouettes, mentionnons les aviateurs chefs Jacques Lavergne et André Baril, tous deux de Montréal.

Samedi soir dernier, le Brigadier O. M. Martin, de Toronto, assistait au départ des Alouettes, pour un raid sur Versailles, France.

Le lieutenant d'aviation Maurice Lauré, de Montréal, a le mérite d'avoir endommagé deux avions ennemis au cours d'une opération au-dessus de la France.

MOTOR BOAT CREWS BACK FROM CEYLON

Seven RCAF lads, members of motor-boat crews working with the RCAF Catalina squadron in Ceylon, have recently arrived back in England.

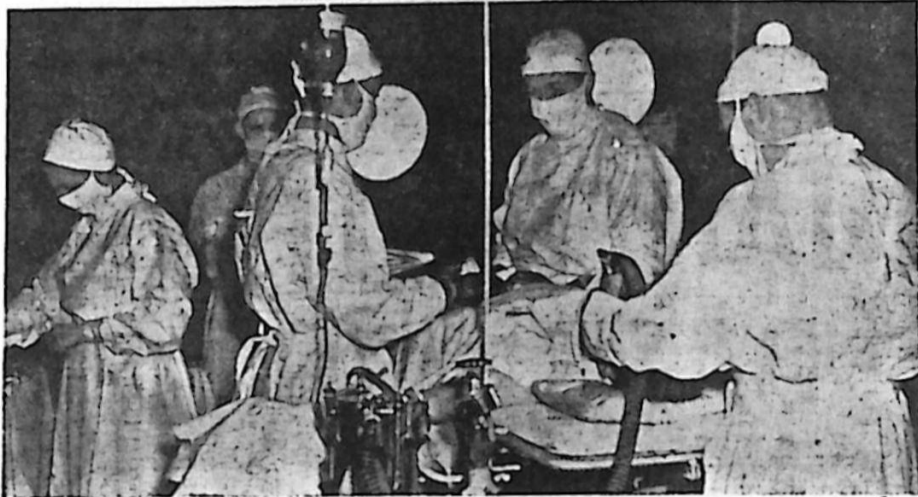
Mobile Medicine

Science in Tents Combats Disease, Heals Wounds

As the battlefronts of western Europe widen and more elements of the RCAF become engaged in the forward areas, the RCAF mobile field hospital unit, under the command of W/C J. M. Growse, London, Ont., will go into action with its high speed methods of applying medical science under difficult conditions.

For months before D-Day hospital personnel trained in the field for their difficult job. Schemes, simulating battle conditions, put the final touch on the long training program.

W/C Growse, with three years of overseas service behind him, formed the unit, with S/L C. B. "Chuck" Church, Perth, Ont., (former McGill and Ottawa Rough Rider football player); S/L C. J. Pattee, Westmount, Que.; and F/L J. K. L. Irwin, St. John, N.B., as his original medical officers.



Working in their canvas operating room are: N/S Molly Mulholland, Sgt. Morris Ferguson, Hamilton, Ont.; S/L C. J. Pattee, S/L C. B. Church, W/C J. M. Growse. (Official RCAF Photograph.)

of medicine were added to the staff. Only women members of 2nd

TAF are nursing sisters with hospital units. Serving with the RCAF hospital are N/S Molly

Mulholland, Georgetown, Ont., and N/S Wyn "Pit" Pitkethly, Ottawa. Like the men with the

unit, they live in tents which they pitch themselves, use the officers mess for meals and in their leisure hours.

The entire unit is under canvas. The operating theatre is built up of several tents joined together. Apparatus for sterilizing bandages and surgical instruments is set up in a small truck, backed near the operating room.

Despite primitive conditions X-rays are taken with the same precision as in a permanent hospital. Appendectomies are frequently performed at the camp-site.

Even as the airfields, signals, repair and salvage units, which make up TAF, changed their location frequently in pre-invasion days, so the field hospital was constantly on the move. It proved a sound method of testing its mobility.

When on the move the hospital staff load their tents and technical equipment on trucks belonging to their own mechanical transport section. They move in convoy by day or night, then set up tents and then resume their normal duties.

It has taken detailed organization, heavy work, missed meals, and lost sleep to bring the unit to a state of perfection which will mean saving of life and alleviation of suffering.

COMMISSIONED

Pilots.—J. A. Siff, Toronto; S. O. Simons, Montreal; Man. O. L. Dove, Edmonton; A. G. Warnick, Hamilton; J. L. Dinning, London; S. J. Rogers, Buchanan, Sask.; H. S. McKinn, Wallace, Idaho, U.S.A.; E. K. Mundy, U.S. Marine and Toronto, Ont.; P. N. MacGillivray, Saskatoon; A. F. Davidson, Prince Albert, Sask.; A. O. Moore, Brantford, Ont.; M. Fernandez-de-Leon, Oakland, Calif.; C. S. Thompson, Paris, Michigan; L. Mitchell, Kinsistota, Sask.; R. S. McClean, Syvan Lake, Alta.; C. E. Benn, Nanawee, Ont.; L. O. Shipp, Trachou, Wis.; W. Bratt, Woodstock, Ont.; K. A. Jackson, Halifax, N.S.; J. R. Hollinger, Foxboro, Ont.; N. L. Craig, Victoria; D. C. Ferguson, Carleton Place, Ont.; H. W. Perrett, Barrie, Ont.; D. S. Lane, Prince Albert, Sask.; K. C. Hanna, Brockville, Ont.; J. Thompson, St. James, Man.; E. Barrett, Regina; D. S. Chapman, Toronto; D. P. Roy, Lethbridge, Alta.; D. M. Cornish, DFM, Booth Lake, Sask.; E. McCombie, Vancouver; J. H. A. McCaffrey, Vancouver; J. P. Weaver, Toronto; Ont.; C. A. Palmateer, Woodville, Ont.; Toronto; D. P. Frost, Winnipeg; R. E. O'Neil, Toronto; J. G. A. McKaskill, Verdun; L. F. Bateman, Toronto; A. F. Tallon, Ottawa; Ont.; V. H. Berry, Windsor; Ont.; E. Spink, Regina; H. P. Tees, Thorold, Ont.; P. J. W. Barkway, Toronto; P. O. Durrant, Ottawa; A. M. Cain, Toronto; G. T. McLean, Bingham, Maine, U.S.A.; P. S. Ostrander, Winnipeg; J. H. Coffey, Provost, Alta.; Headont, Sask.; W. Winchester, D.R.A.; D. J. Cameron, Boulder, Col., U.S.A.; J. D. Burt, Vancouver; J. F. Farrell, U.S.A.

Navigation Officers.—E. W. Birmingham, Lethbridge, Alta.; M. K. Christie, Vancouver; T. W. Fair, Winnipeg; A. E. Tamkinson, Cudde Hill, V.I., B.C.; J. E. Lewis, Toronto; A. H. Johnson, Toronto.

Navigation Officers "B".—J. S. Owens, Ottawa; L. M. Smith, Maryland, Que.; J. H. Dumbrell, Ottawa.

Navigation Officers "R".—J. G. Castello, Toronto; H. Allan, G. F. A. Boland, Lethbridge, Alta.

Bomber Officers.—C. H. Mooney, Hawkesbury, Ont.; R. C. S. McGee, Montreal; L. G. Freese, Hawkesbury, Ont.; P. Anderson, Winnipeg.

Wireless Officer (Operators).—H. T. Conlin, Huntsville, Ont.; J. E. Russell, Toronto; R. MacGillivray, Silver Park, Ontario; R. E. Ryan, St. Louis, U.S.A.; J. E. Abbey, DFC, Ottawa; W. Hamilton, Barrie, Ont.; J. H. M. Benard, Montreal; K. M. Boyle, Toronto; D. L. Phillips, Forestburg, Ont.; P. Gallant, Charlottetown; P.E.I.; H. A. McLeod, DFC, Calgary; L. W. Tunney, Markham, Ont.; V. G. O'Byrne, Vancouver; H. G. Smiley, Cochrane, Ont.; W. S. Gibbons, Owen Sound, Ont.; W. Montmerrie, Gray, Sask.; R. A. Rutherglen, Victoria; J. Kuseno, Naamnein, Alta.; D. G. Ulken, St. Catharines, Ont.; B. E. P. Jones, Toronto; E. H. Menture, London; R. Zumar, Ottawa; L. Medynski, H. Hagan, Toronto; J. D. Shaw, Quispic, Ont.

Gunnery Officers.—W. J. Douglas, Toronto; W. H. Andrews, Toronto; R. P. Wilson, Neillville, Sask.; C. H. Dardin, London; G. Allan, Toronto; J. H. Hawick, Saskatoon; R. G. Rice, Coultis, Alta.; J. A. Fraser, Toronto; P. J. Power, Toronto; G. Munro, Oxford Hill, Ont.; R. A. Turner, Woodstock, Ont.; L. M. T. Murie, Coburg, Ont.; H. W. K. Hea, Grand Coulee, B.C.; L. E. Lenoir, Toronto; W. McMahon, Winnipeg; H. J. Peters, L'Ardoise, N.S.; R. L. Lyons, Fredericton, N. B.; H. Hughes, Eggingdale, Ont.; W. A. Bellman, Edmonton; N. K. Martin, San Francisco, Calif.; R. K. Moffatt, California, Ont.; C. J. Blough, Saskatoon; R. H. Gibson, Montreal; Alta.; L. Taylor, Vancouver; W. W. Marks, Montreal; R. E. MacFarlane, Ottawa; J. L. C. Brier, Lewis, Que.; J. J. W. Plante, Montreal; J. R. Pollock, DFM, Saskatoon; J. Hope, New Toronto; R. E. McWhirter, Toronto; C. B. Sutherland, Truro, N.S.; W. J. Farrer, Newcastle, N.B.; R. B. Coll, Crestwynd, Sask.; F. M. Gordon, Assiniboia, Sask.; R. A. Edie, Lougham, Sask.

Flight Engineer Officer.—H. R. Short, Abbotsford, B.C.

Account Branch.—J. P. Farrell, Hamilton, Ont.

Engineer (Aircraft) Branch.—E. C. Hanson, Namoka, Alta.

RCAF RADIO MECHS HELP OUT INVASION

Canadian radio mechanics played a vital part in preparing many types of aircraft for glider towing and paratroop dropping for use in the assault on Europe. In the group which carries out airborne operations, RCAF radio men are responsible for a large share of the work.

RCAF PILOTS LEAGUE LEADERS IN ITALIAN AERIAL CONTESTS

City of Windsor Unit Sets Envious Record In Five Mediterranean Campaigns

(The following article is reprinted from "Maple Leaf," daily organ of the Canadian Army serving in the Italian theatre.)

With the RCAF in Italy.—In the fierce and intermittent aerial battles over the Anzio beach-head and in the Battle of Italy, top honours among Empire fliers have gone to the only distinctively Canadian air unit in this theatre, the City of Windsor squadron.

Since the beach-head was established this Dominion squadron, operating with a crack RAF wing, has knocked down 17 enemy aircraft, probably destroyed four and damaged a further 12—and has lost only one pilot in the process.

Rapid Rise In the past six months the City of Windsor squadron, veteran of the Delta, the Desert, Malta and Sicily, has risen from comparative obscurity to become one of the most celebrated and distinguished units of Canada's fighting forces.

Nor is Canada's contribution to the aerial war in Italy confined to one squadron. It is estimated that approximately one-quarter of all RAF Spitfires in Italy are piloted by Canadians. For there are many times more Canadians serving on RAF squadrons throughout the world than there are on so-called RCAF squadrons. And there is not an RAF fighter or bomber squadron in Italy without its quota of Canucks.

It is, however, upon RCAF squadrons in all theatres of war that greatest public attention has been focused in Canada, for in these distinctively Canadian units, the Dominion's air-war effort finds its most typical expression.

Old Unit The City of Windsor squadron was formed in England several years ago and sent to the Middle East where it first saw service in defence of the Delta. Like many RCAF squadrons, it has, at times, had non-RCAF commanding officers. These have included S/L Cam Malfroy, a New Zealander who, before the war, was one of the world's first ten tennis players, and more recently S/L (now W/C) Stanley Turner, DSO, DFC and Bar, of Toronto, a Battle of Britain ace, who is one of the many Canadians who left home to join the RAF in the years before the war and has remained with what may be called the parent air force of the Empire.

The present CO of the unit is S/L Wellington B. Hay, raised and educated in England but whose parents now reside in Millbrook, N.Y. Thus an Anglo-American, the 26-year-old CO joined the RCAF in 1940. His two flight commanders are both Canadians, as are all but two of the pilots.

Massey Ace One of the most celebrated of the squadron COs was S/L Albert Houle, DFC and Bar, Massey, Ont., who was sent back to Canada recently after a brilliant three years of operations during which he shot down a total of 11 enemy aircraft in addition to one probably destroyed and seven damaged. Among other distinguished Canadian pilots who have seen service with the squadron during its Mediterranean service is F/L James Francis Edwards, DFC, DFM, North Battleford,

RCAF GROUP OUT NIGHTLY SINCE D-DAY

Record List of Sorties Flown in Attacks on France

Every night since D-Day, RCAF Bomber Group has been delivering crushing blows to enemy transport and defence points in France.

The week's targets were:— Sunday—railway yards at Versailles-Matlot; Saturday—Luftwaffe airfield at LeMans-Arnage; Friday—railway yards at Mayenne; Thursday—rail yards at Acheres and Versailles-Matlot; Wednesday—strategic targets in the path of the invading land forces.

In all these raids, the attacking forces were all-Canadian apart from Pathfinders and the Thursday raid on Versailles-Matlot.

A huge explosion sent up a big sheet of orange flame. F/L W. R. Mosely-Williams, Timmins, Ont., Lion squadron pilot, described the Sunday raid.

Four squadrons were led by their COs. W/C Bill Pleasance, DFC, flew with the Moose; W/C H. R. Dow with the Iroquois; W/C Al Avant, DFC, led the Bisons; W/C G. A. McKenna flew with the Snowy Owls.

Flak Heavy In the attack on the LeMans-Arnage airfield, considerable flak was shown but all of the force returned safely as did other Canadian heavies mincelaying in enemy waters.

According to F/S Jack Samwald, Great Falls, Ont., Thunderbird rear-gunner, "the boys really plastered the place. It looked like those Jap airfields after the Yanks tie into them with precision pattern-bombing. The Jerries won't use that airfield for awhile."

F/O E. S. "Torchy" Coatsworth, Toronto, told of a huge explosion in the Mayenne target area as his Bison Halifax was making its run Friday morning. "We were flying low and smoke was pouring up underneath us. It looked to me like an ammunition dump."

A good-sized force blasted Acheres Thursday morning while a smaller one went to Versailles-Matlot. Five squadrons were led by COs. The leaders were W/C McLernon, DFC, Goose; W/C E. C. Hamber, Thunderbird; W/C Avant, Bison; W/C Pleasance, Moose; W/C Dow, Iroquois.

Big Hole F/L Jack Easton, Goose pilot from Timmins, returned with a hole four by six in his Lanc's starboard wing, aftermath of three attacks by fighters.

A JUSC charged a Moose Lanc piloted by F/O Jack Anderson, Westport, Ont. His gunners, Sgt. Bill Mann, Brantford, and Sgt. Paul Burton, Arborg, Man., shot it down, the kill being confirmed by W/C Pleasance who saw it. In the all-time Canadian Group record attack Wednesday, the

CASUALTIES

KILLED IN ACTION. L. R. Barker, Sgt., Killdeer, Sask.; W. E. Grice, F/S, Vancouver; I. G. Klein, W/O, Prescott, Ont.; J. J. McNeill, Sgt., P.E.I.; C. A. Bottrell, Sgt., Ferry Sound, Ont.; V. G. C. Butler, P/O, Edmonton, Alta.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION. F. M. Carter, P/O, Richmond Hill, Ont.; G. Dalton, F/S, Regina; T. J. Elliott, F/O, Hamilton, Ont.; D. W. Frazer, P/O, Vancouver; M. R. Ladrett, P/O, Brantford, Ont.; K. A. B. McArthur, W/O, Toronto; W. MacKinnon, F/S, Glace Bay, N.S.; L. C. Schmidt, F/S, Edmonton, Alta.; J. Smith, F/S, Saskatoon, Sask.; A. C. C. D. MacIntosh, W/O, Kitchener, Ont.; W. R. Thompson, W/O, Sunny Gate, N.S.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. W. H. Anderson, F/S, Lethbridge, Alta.; E. Grice, W/O, Timmins, Sask.; M. P. Halpin, F/O, Prescott, Ont.; J. H. P. Housheer, Sgt., Montreal; R. H. Smith, Winnipeg, Man.; M. C. Vitch, F/S, Niagara Falls, Ont.; J. W. Andrew, F/S, Diablotin, Man.; W. G. Arlidge, F/S, Toronto; K. R. Bourne, P/O, Summerbury, Sask.; J. C. Castle, P/O, Toronto; A. G. Collins, F/O, Cornwall, Ont.; L. C. Ford, P/O, Hampshire, Eng.; C. P. Garvey, Sgt., F/O, Hamilton, Ont.; K. P. Koochuk, F/S, Melville, Sask.; J. M. Lewis, P/O, Gurneyville, Alta.; G. Linklater, F/S, Toronto; C. G. MacCullagh, F/O, Hamilton; T. L. MacKaskill, F/S, Charlottetown, P.E.I.; L. A. Mallory, W/O, Shaunavon, Sask.; C. H. Hall, Sgt., Capreol, Ont.; L. J. H. A. Pelland, Sgt., Montreal; H. D. Pepper, P/O, Edmonton, Alta.; B. J. Piers, W/O, Dublin, Ire.; A. J. W. Schmock, Sgt., Winnipeg; J. C. Schultz, New York City; A. J. Sletter, F/S, Lone Branch, Ont.; E. A. Star, F/S, Picture Butte, Alta.; H. F. Swan, W/O, Merrifton, Ont.; O. D. Thompson, F/S, Millcroft, Alta.; E. J. Tucker, F/O, Somerset, Eng.; H. D. Warner, P/O, Moose Jaw, Sask.; K. D. Wilson, F/O, Limerick, Sask.

MISSING, BELIEVED KILLED IN ACTION. D. E. James, P/O, Calgary, Alta.

WOUNDED OR INJURED IN ACTION. T. J. Burns, Sgt., Burnaby, B.C.; W. D. McAdam, F/S, Toronto.

R. J. Bennett, DFC, W/O, Warwickshire, Eng.; H. L. Weston, W/O, Coburg, Que.; H. A. Daumas, Sgt., Montreal; C. H. Seton, Ansonville, Man.; P. Dutchak, F/O, Penitenc, B.C.; R. C. Ballalush, Winnipeg, Man.; M. C. Grevstad, F/O, Carleton Place, Ont.; J. C. Leithhead, F/O, Stettin, N.S.; J. P. O. V. Levesque, Sgt., Alexandria, Ont.; A. H. Milson, P/O, Arnprior, Ont.; R. E. O'Hare, F/O, Ottawa; K. G. Ramsay, F/O, Vancouver; C. L. Reed, W/O, Valhalla, Alta.; G. W. Sharpe, W/O, England; W. E. Vancouche, Sgt., Madstone, Ont.; W. A. Walker, W/O, Hamilton, Ont.; C. E. Young, F/S, Spruce Hill, N.S.

KILLED ON ACTIVE SERVICE. M. P. Prentiss, Sgt., Toronto; C. D. Brown, F/O, Hamilton, Ont.; R. E. Guinness, Sgt., Major, Sask.; J. E. Johnston, F/O, Winnipeg; W. B. Handy, F/O, Toronto; H. Hardy, F/S, Toronto; J. H. H. H. Hardy, F/S, Toronto; J. Johnston, Sgt., Brantford, Man.; C. Mcintosh, W/O, Vancouver; J. L. Ellison, Sgt., Toronto; R. C. A. Rolio, Sgt., St. John's, Que.

WOUNDED OR INJURED ON ACTIVE SERVICE. J. C. E. F. Louisa, F/S, Montreal; J. C. Mitchell, P/O, Toronto; P. C. Smith, F/L, Carleton Place, Ont.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, NOW PRESUMED KILLED ON ACTIVE SERVICE. F. Wainwright, P/O, Regina.

LYNX NIGHTFIGHTERS HAVE TWELVE KILLS

Fliers of RCAF Lynx night-fighter squadron have scored a total of 12 kills, three probables and one damaged in actions with the enemy while patrolling English skies.

P/O D. J. McConnell, Sault Ste. Marie, Ont., made three first-class entries in his log book on two May nights when he shot down two raiders and probably destroyed a third. McConnell was flying a Beaufighter and these were his first successes with the squadron.

first wave whammed objectives close to the invasion coast while the second struck inland 90 minutes later. "It was a very small target," said W/C Joe Lecomte who led the Alouettes, "but that one led to a final."

RINGSIDE SEATS FOR NAVAL SHOW

Flashes of broadside salvos from Allied warships shelling enemy positions near the French coast were watched early to-day by Canadians in a RAF bomber squadron en route to make a heavy attack on a railway yard at Alencon, near Laval.

"I saw more than a dozen broadsides from one warship," said F/O Russ Baer, Blair, Ont. "More than half a dozen warships in the same area were also firing and the flashes seemed continuous. We saw one town ablaze, well inside France. The fires seemed to have been set from the ground and not by bombing. We were surprised to see this so far inland. We could not tell who caused it." Two other Canadians in on the show were F/L D. Couture, Winnipeg, pilot, and F/O J. Fitzpatrick, Dunnville, Ont., bomb aimer.

FIGHTER CRASH LANDS AT 200

Pilot Brings Damaged Spit From Recce Flight Over France

It was "bale out" or crash landing, and F/L Norman F. Rettie, Marysville, N.B., chose the latter. With that ahead of him, he flew his battered aircraft more than an hour back to base, brought it down on its belly at a speed touching on 200 miles an hour and got away with only a jolting.

Rettie, who flies with the City of Sarnia squadron in a Canadian reconnaissance wing of the Second Tactical Air Force, was about 25 miles inside France on a "recce" sortie when a 40 mm. shell came up at him and exploded in his starboard wing. It tore a gaping hole about four feet in diameter, damaged his aileron control beyond use and knocked out his speed indicator.

The trip back took nearly an hour and a quarter, because he could not bank his aircraft to any degree and had to manoeuvre in wide circles.

When he arrived, a squadron mate, F/L J. M. Kobb, Toronto, was flying over the field. Hearing Rettie talking over the radio with the flying control officer, he drew up alongside and gave Rettie his approximate speed. It was then 220 miles an hour.

Rettie headed his aircraft into the runway and made a fast belly landing—fast because if his wing stalled the damaged aileron control made it impossible to bring her back. He touched down at from 175 to 200 miles an hour.

In the process, the propeller was torn off, the port wing tip broken off and the bottom of the aircraft badly smashed.

"I just got a bit of a jolt," he said afterward.

OWN TOOLS USED TO WIND UP JOB

Members of a RCAF Typhoon airfield in southern England have bought their own tools to finish the job.

Fitters and riggers, used to Canadian-styled spanners, believed they could work faster and better with more familiar tools. F/S Allan Job, Fesserton, Ont., remarked to a trio of "snag wagon" assistants, LACs Don Davies, Duncan, BC; Don Porritt, Victoria, and Stanley Postans, Heath, Ont., "To heck with the scale of issue! Let's get our own tools."

The four pooled five pounds and purchased several sets of fancy wrenches. F/L Cecil Langille, Wolfville, NS, noticed the difference in the work and pointed it out to the CO, W/C F. W. Hillock, Toronto. The CO offered to help contribute to the fund. Other officers and airmen joined in.

The "snag" men rolled into London to purchase 150 pounds of the specialized tools.

"The army technicians are doing it too," reported F/L Langille, "but we're just a little ahead of them with the idea."

BUSY TOUR BUT FAILS TO SEE BERLIN BURN

P/O Cliff Eyjolfson, Vancouver, had a few shaky experiences during his first tour as a Moose squadron pilot. He was in an aircraft badly shot up by cannon from a German fighter; crawled unhurt out of wreckage from a two-engined crash landing; was coned for nine minutes on the way back from Hanover; almost collided with a Jerry over Kassel.

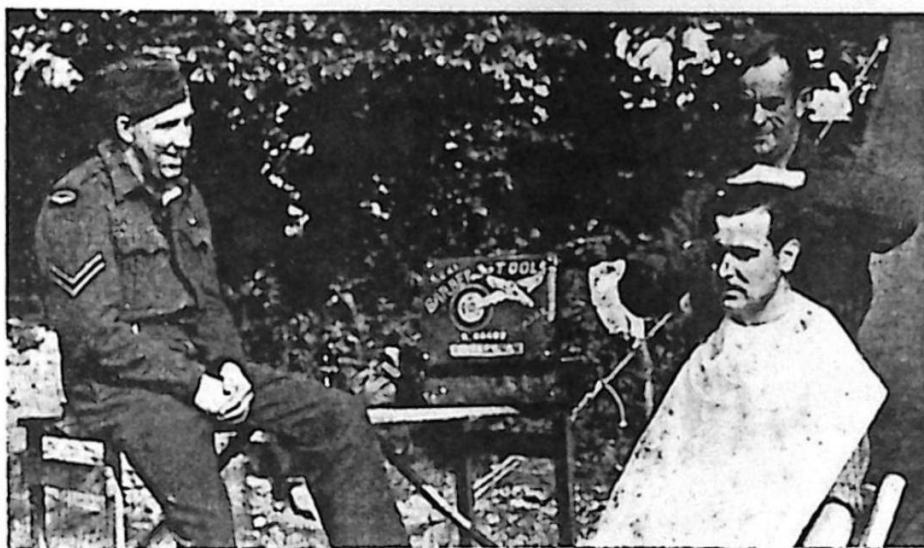
But he never saw Berlin in flames. Every time he went to Berlin, he went in very dense cloud. "The fellows were always disappointed," he said.

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HAMILTON CLIPPER



For 14 years LAC Al Shukovitsky cut hair in Hamilton, Ont., and on RCAF airfield commanded by W/C M. Brown, in 2nd TAF, he is still cutting Hamiltonians' hair. On the left waiting his turn is Cpl. Ben Prior, Hamilton, and in the chair is LAC L. J. A. Eslay, Hamilton.

(Omedal RCAF Photograph.)

U-BOAT ATTACKS EARN DFCs FOR TWO CANADIAN AIRMEN

Twenty-three Awards for RCAF Fliers in Most Recent List of Decorations

Attacks against U-boats earned immediate DFCs for F/L C. C. Cunningham and F/O L. J. Bateman, Dunnville, Ont., in a list of awards to RCAF fliers announced recently in the "London Gazette." The list includes 16 immediate DFCs, three non-immediate DFCs, and four immediate DFMs. The Gazette states that F/O Bateman recently carried out a determined attack on a Nazi submarine in spite of intense opposing fire. The vessel was destroyed.

Bored On

F/L Cunningham's citation reveals that in February he sighted a fully surfaced U-boat and pressed home an accurate and determined attack in the face of fierce and accurate anti-aircraft fire.

F/L C. G. Ford, Melfort, Sask., receives an immediate DFC. In April his aircraft was badly damaged and several of the crew injured in an encounter with an enemy fighter after bombing a target. He flew his machine back to friendly territory, but was injured himself while attempting to make a safe landing. Before he collapsed, the citation states, he did everything he could to extricate members of his crew from the burning bomber.

Others receiving immediate DFCs are F/L F. R. Harris, W/O J. H. Hayes, W/C R. A. McLernon, Montreal; F/L R. A. Westell, F/O B. D. Arda, F/O Melvin C. Sherwood, F/O Grant L. Spackman, P/O Robert A. Gray, P/O E. A. Logan, F/O V. P. B. Hill, W/O J. B. G. Lapierre, F/L John H. Barron, and F/O Vernon P. B. Hill.

Receiving non-immediate DFCs are F/L Walter Lock, F/L William E. Walker, and F/O James W. Borden. Immediate DFMs have been awarded to Sgt. J. M. A. Croteau, Bonnyville, Alta.; P/O R. A. Edie, Laughton, Sask.; Sgt. D. H. Wright, Ottawa; and Sgt. W. J. Ziomko, Montreal. Edie was a sergeant when he earned his DFM.

Crewmates

F/O Sherwood and F/O Spackman were pilot and air bomber respectively of an aircraft detailed to attack Aulnoye in April. Their machine was struck by shrapnel just as the bombs were being released. The wings and bomb doors were pierced and the mid-upper turret was put out of action and the occupant injured.

Showing great promptitude, Spackman went to the assistance of the injured gunner and rendered efficient first aid. Fire broke out behind the bulkhead of the port outer engine. There was danger of the petrol tank immediately behind the bulkhead exploding. F/O Sherwood had all the engines fed from this tank to decrease its contents. He eventually reached Britain and made a safe landing.

Mid-upper gunner of an aircraft attacking Magdeburg, P/O Logan was wounded in the leg and foot by a burst of machine gun fire from an enemy fighter which holed the fuselage just below the mid-upper turret and started a fire. Logan stamped out the flames and re-manned his guns while the pilot continued to the target and the bombs were dropped.

Nine Toughies

W/O Lapierre, air gunner, has participated in many sorties, including nine to Berlin. After bombing their target on one trip, his crew were attacked by an enemy fighter. He gave the necessary evasive action to his pilot, but the bomber was hit by a burst of machine gun fire. His

16 CANADIANS IN BIRTHDAY HONORS

Three OBEs and two MBEs top a list of 16 awards to Canadian airmen in the King's Birthday Honors list. G/C Arthur Dwight Ross, Toronto



W/C A. C. P. Clayton, DFC

and Winnipeg; W/C Arthur C. P. Clayton, DFC, Vancouver, and W/C David D. Miller, Ottawa, each are honored with the OBE.

F/L Sanford Baker, Winnipeg, and W/O Michael Berenson, Toronto, receive the MBE.

The Air Force Cross is awarded to S/L John E. McCormack, DFC, F/L Donald I. McQ. Fink, F/L Lyle G. W. Jarvis, F/L Arthur A. Bishop, DFM, F/O Raymond B. Hart, and F/L Frederick Galt de Sleyes (RAF), Winnipeg, Man.

Recommendations for valuable service in the air are awarded to F/O W. M. Arbuttle, F/O J. M. Daniels, F/O R. A. Gilbertstad, F/O L. B. Wyman, P/O G. T. Parkinson.

turret was damaged and the inter-com put out of action. Yet he finally drove off the attacker and manned his post during the rest of the flight without oxygen.

Sgt. Croteau receives his DFM for driving off an enemy fighter which had attacked his bomber on a trip to Karlsruhe. Croteau used his guns to good effect, setting the fighter on fire. It was seen to fall to the ground, where it exploded on impact.

F/L Lock, who receives a non-immediate DFC, once chased and attacked an enemy force of 30 aircraft. He also has destroyed and damaged much mechanical transport.

F/L Walker, who receives the same award, has completed many sorties, the majority of them by night, in Africa, Sicily, Italy and Yugoslavia. In March he completed an operation in

(Continued on page 6, col. 5)

MODERN DUG-OUTS WOULD AWE VETS

Anzio.—Old sweats of the Better-Ole School, remembering the mud and filth and vermin of 1916 trench life, would stare open-mouthed at what modern war efficiency has produced in the form of dug-out, Anzio, 1944, model.

Mind you, this is not what the army gets in the front line. But it's what's provided for RAF and RCAF air and ground personnel here on this battered slice of Kesseling's backyard where every man was within easy range of the encircling enemy artillery and under constant threat of air attack.

Many of these luxury dug-outs were machine excavated. They were heavily timbered, braced with girders, walled with steel mesh and roofed with sandbags. They were clean, dry and relatively comfortable. They were free from rats although the occasional sociable reptile did drop in.

And not least, though their walls may have quaked from an occasional close one and their occupants lay sleepless, listening to the thin and venomous wail of approaching shell and to the crump that followed, the dug-outs were safe from all but a direct hit.

What would really shake the last war veteran, however, would be a glimpse of the poker-game that often whiled away the dark hours. For no spluttering candle illuminated the cards and the players, nor even a kerosene lamp. It was an electric light, bright and unwavering despite the war outside.

CANUCKS JUMPED AT BEACH-HEAD CHANCE

Volunteering for special duty on the hard-won Anzio sector a number of young Canadian ground tradesmen helped staff the improvised and battered little airfield from which Spitfires defended the area.

Within easy range of enemy artillery, and only a few minutes flying from German airdromes, RCAF fitters, riggers and other technical wallahs, worked beside other Allied tradesmen with a seeming enjoyment.

"It's been exciting and different, and a bit noisy at times, but I wouldn't have missed it for anything," commented Cpl. Eric Levitt, Montreal, after a night of heavy enemy shelling which had given the Anzio defenders little sleep.

Equally unconcerned after a narrow escape during the shelling, was Cpl. O. L. Trueman, Weston, Ont., a medical orderly. A shell landed 15 yards from his dug-out and hurled a tree across the sand-bagged roof. All the lads lived underground when not at work, as did the pilots who flew from the beach-head landing strip.

Almost all the RCAF personnel on the beach-head were members of the City of Windsor squadron which served with the main Allied forces on the Fifth Army front. When volunteers for tradesmen for Anzio were called for, almost the entire ground personnel of the squadron stepped forward.

GLIDER WINCO

W/C Ian McMonnies, Courtenay, BC, one of the most experienced of the glider-tug pilots responsible for the transport of Britain's airborne forces, joined the RAF in 1937. He took command of a squadron of glider-towing aircraft in North Africa and was in the assault on Sicily.



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Stores Park Gives Tools to TAF Fast

One of the least known but most vital units of the TAF is the Air Stores Park, whose job it is to move with TAF and keep it supplied with any stores or equipment it needs.

Each Air Stores Park is a liaison between the huge supply dumps of an equipment unit and the RCAF's highly mobile fighter units. To meet all possible demands upon it for any single month's period, the Park carries a large assortment of aircraft parts, from tiny bolts to wings. Camouflaged trucks from the airfields pick up their routine spares but the Air Stores Park operates a high speed delivery service that is the last word in service.

Typical of these service "retailers" is the RCAF Air Stores Park in southern England commanded by S/L G. L. Burness, of Wadena, Sask. His adjutant is F/O Stuart Mills, Hamilton, Ont., and there are four equipment officers and more than 150 other

trucks. All live in the tents and trailers which house their stores. Several hundred tons of equipment are kept on hand in 100 heavy trucks and can be moved in a few hours notice.

The Park is in three sections. One group consists of airfield and aero engine equipment, with F/O Victor Hicks, Easton, Sask., in charge. Another group handles tools and instruments, and F/O H. E. Wilson, Westmount, Que., is in charge of the third group which looks after clothing and general spares, under P/O R. F. Anderson, Mileston, Sask. Senior equipment officer in the Park is F/L J. Galbraith, Regina, Sask.

Before the invasion got under way the Park underwent convoy training, and crews packed their kits into the stores trucks which formed a convoy. Now they're ready to go wherever the mobile airfields of TAF are established—to give them the tools to finish the job.

RCAF PILOT WINDS UP TOUR AGAINST BRICK EMBANKMENT

His rear gunner dead and his Liberator badly mauled by flak and enemy fighters over Rangoon, F/L Johnny Gauntlett, Canadian pilot in the RAF, ploughed his machine into a brick embankment as he put down in an emergency landing and brought his first tour on the Burma front to an end.

F/L Johnny West, Vancouver, was second pilot on this trip and recalls the hectic time the crew had over the Burmese capital. "Just as we were on the run-in to prang Rangoon they caught us in searchlights and a Navy Zero fighter came at us twice. On his first attack the Jap killed our tail gunner, shot away our hydraulics and our port inner motor. Our gas tanks were hit and petrol poured into the bomb bays. When they had us coned we went into a dive at 12,000 and all the way down to 800 the Zero followed us and the ground defences kept banging away."

Limping to their own coast the crew made an emergency landing, forcing flaps and undercarriage down mechanically. With no breaks the kite swung off the runway into a brick embankment. Members of the crew who survived the air battle were not injured.

"We didn't smack into the embankment on purpose," said F/L West, "but next day we found that we were lucky for we had been heading toward a water reservoir."

Other Canadians in the crew on this trip were F/O Dave Bruce, Kenora, Ont., navigator, and W/O H. T. Hartshorne, Preston, Ont., bomb-aimer. The shaky do was Gauntlett's 28th trip. He's marking time now for a while but expects to fly his second tour in the Far East. F/L West now is captain of his own aircraft.

for the four-motored aircraft. One of the bomber's beam gunners got a long burst at the Zero, but results were not observed although later a plane was seen ablaze on the ground immediately below.

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Do your teeth look lovely too?



LYNX SQUADRON

Just a Fightin' Clan

The RCAF seems somewhat indebted to the Miller family of Blenheim, Ont., with four brothers and a sister serving overseas and at home.

Got Some In

"Dusty" enlisted in March, 1940, and served time at Toronto Manning Pool, St. Thomas, Trenton and Jarvis B and G until, in September, 1941, he was posted overseas.

Resident "Dusty," there is LAW "Breezy," a WD in London; Eddie, also a F/S rigger and overseas; Gordon, a cpl. with the AID at Brantford, Ont.; and F/O Donald, an engineering officer at Lachine.

Highlights

The signals section lost LAC "Barney" Williams, Oak Lane, Man., this past week. Also on the posting list was LAC Bob Gurr, Windsor, Ont.

Some of our boys with vocal talent have joined the village church choir and turn out regularly for Friday evening practice.

Flight Officer Jack "GI" Holden, Wilmington, Calif., has been fervently praying for D-Day, and boastfully predicting he would get himself a score.

Weekly Salute

To the night-flying ground crews, for the fine job of service-ability they are giving the squadron these important days.

Stop Press

The Lynx squadron Softball League wishes it to be known that they offer an open challenge to any RCAF squadron in Britain, to a softball game, on either home ground or away.

Hiltz's Hotshots

The hangar boys are happier than ever. To begin with, the hangar has come through with flying colors. Yes, Doug Pike was done handsomely by the lads in this respect and morale was improved.

It was a pleasure to have some of the old-boys back again for a time. These pilgrims included Art Chaplain, Bill Robinson, Frank Thick and George Hood.

Horizontal

"Porky" McKillop is still taking generous helpings of his favorite dish, which is not a dish at all but comprises as many hours as he can spend in a horizontal position on his bunk.

Doug McDonald is having his trials and triumphs but it is now apparent that he is more of a dapper than anyone realized.

A quick look at the noggin of Bert Gallagher and "Shorty" Yeo gives you the impression that they must have fallen asleep in the barber shop.

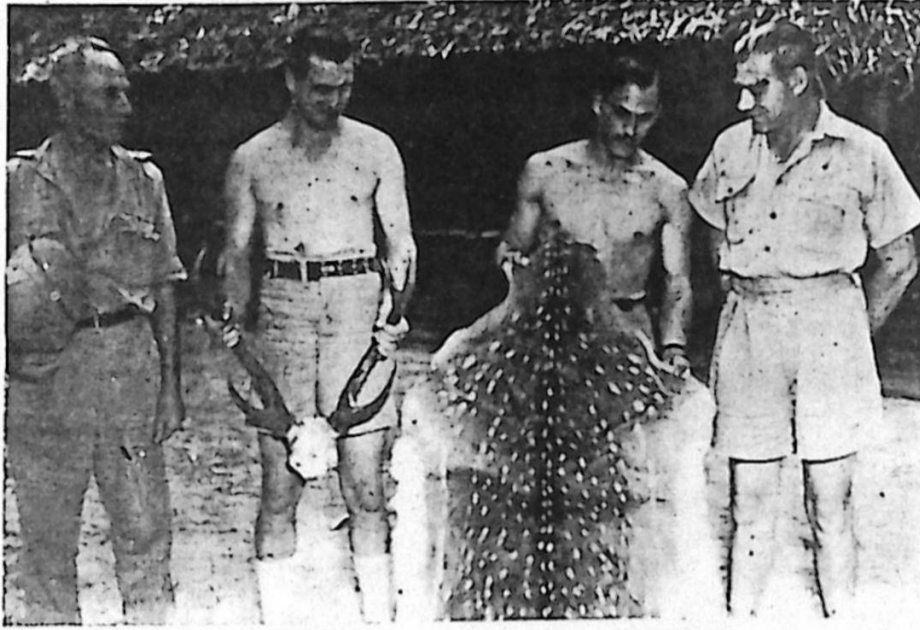
UNSEEN PAPAS START NOVEL CLUB IN ADEN

Aden: Canadian fliers at this Middle East Command station have added one more club to the roster of unique RCAF clubs.

The club was started by five officers who have never seen their children except in photographs from home. Credit for the idea goes to F/O Pete Kirk Owen, Vancouver, who proudly exhibited pictures of his daughter, Judy Lee.

The other three papas are F/O J. Forrester, Toronto, F/L J. Doig, Winnipeg, and F/O J. Ferguson, Plenty, Sask.

S P NIMRODS



This quartet of Service Police types who work with the RCAF Tusker Squadron in Ceylon are displaying some of their trophies. In their expeditions into the Ceylon jungle the boys have brought back leopards, wild boar, deer and crocodiles.

SUPERVISOR SERVES RCAF MEN AT ANZIO

Although Canadians at Anzio were outnumbered by their Empire and American counterparts, they were not neglected by auxiliary services.

Well known to Canadians in the Near East he brought an abounding energy to his exacting job at Anzio. Although primarily concerned with RCAF personnel, the services were extended to Canadian army, RAF and British army personnel.

BLACK BULL BOYS Bosses in PT Parade

Air Commodore F. G. Walt, new AOC here, and W/C Jacobs, our station CO, are out in the dim of dawn to jump and run the rust from their chassis like every other person on the camp these mornings.

MUSHBALL TWIRLER SLINGS BOMBS NOW

Something like six years ago, Jack Greco used to toe the mound and dish 'em up for a crack junior ball club in Toronto and moved intact to senior company.

For instance, our adj., F/L Collie, and his assistant, W/O Wells, two men with plenty of storage space, are showing a slow but steady decrease in girth.

More repats to the land of Maples and Pines, each one well earned. F/L Paul Faguy, our gunnery leader, F/L Johnny Johnston, our signals leader, and F/O Jack Price, acting navigation leader, are all on their way.

S/L Duggan, coach, and Sgt. Jerry Hall, manager, have a roaring ball team to meet all comers, so howse about a challenge.

Members of this unit's golf committee played a match against a civvy club led by the club captain, Mr. Walker, June 3.

An extensive summer program has been arranged with track and field, baseball, softball, lacrosse, golf, billiards, tennis and volleyball the main events.

Two good grass courts are available for tennis, and the net enthusiasts are agog over the care being given to them.



Pilot Art Hamilton, Sarnia, Ont., came in to RCAF HQ to bind about back pay for his W/O1. They told him he wouldn't get any on account he'd been a P blinkin O since last January.

Rain Trouble

All of Art's operational trouble came from the weather. Many of his raids were carried out in cloud, rain and icing conditions.

At present F/O Wilf Teal, Ottawa, is doing an Army Co-op trick with the ADGB set-up. Wilf has been around for quite awhile for he came over in the early days.

Here's news on two French Canadian WAGs operating with RAF outfits. W/O Eddie Baril, Sherbrooke, Que., is just starting out with Transport Command.

P/O Marmaduke "Boston" Pearson, Boston, Mass., is just back from the Middle East after a tour on Wimps and a tour of instruction.

Down in London on a mission from Iceland is F/S WOP/AG "Pete" Pitre, St. Paul, Alta. Pete is in a met flight which means all-weather flying.

ASR squadron flying Walruses. The only Canadian in the crew, he WAGs with a Dutchman, Scotchmen, Newzies, and Englishmen.

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WOMEN'S DIVISION

FLASH! The W-Debs have arrived. For your information, the W-Debs is an all girl show of Canadian airwomen and they're overseas to entertain RCAF personnel.

Also here, but on a tour of observation, are Sqdn/Os Winnifred M. Taylor and E. J. C. Henderson, both Torontonians. They are members of the original 150 women who organized the WD.

After LAC John Ferguson, a bandsman in the Bomber Group, got himself settled in the UK, he wrote to his wife, LAW Marian Ferguson (formerly Kozak of Humboldt, Sask.) assuring her that if and when she came to Britain, he'd have the band out to meet her.

Sunday afternoon saw a grand re-union of some of the members of the WD now serving overseas who were in the original No. 1 Training Squadron that was posted to Uplands—and of others who subsequently were stationed there.

Among the prominent Canadian citizens were: Wing Officer Kay Walker of Ottawa, F/O Di Cameron, London, Ont.; S/O Joan Reynolds of Hudson Heights, Que.; Sgts. May Jamieson of Westmount (hostess), E. D. Hians of Montreal; A. P. M. Jones, Toronto; Cpls. M. Rivolre, Ottawa; Adele Grant, Winnipeg; Ruth Masters of Courtenay, BC, and LAWs Florence McCann, Ottawa; Noreen Humphrey of Clear Lake, Man., and Gladys Aiken, Montreal.

PORCUPPOINTS

The station ball team hit the headlines this week when it defeated a United States army team before a crowd of more than 30,000 persons in Leeds.

The match went over big and the boys were nearly smothered after the game by hundreds of autograph hunters.

A highlight of the game was Beucovitch's pitching. He struck out the first five American batters to face him.

Walter Rudak is happy these days. He is a radio basher, which suits him to the ground, for he has always been an electron enthusiast.

Bomb-aimer Colin Edie, Vancouver, is in the same crew. Harry Batty is an instrument man on the squadron, but before joining up he was an accountant for a flying school in Toronto.

—Moe Aspler.

When things get your back up—



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Gillette in battledress

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BOMBER GROUP H.Q.

Golfer Wins Cutlery

LAC Ross MacDonald has romped off with the first prize in the local golf tournament and now is the proud possessor of a silver spoon. Those who prefer their exercise nearer home have not been idle and the senior NCOs gave the officers' team quite a beating in a recent softball game. A team comprised of girls from the MT and signals sections just managed to beat team of clerks. The pen pushers put up a hard fight but in spite of their efforts the girls got the extra run.

Still Hep

Dancing still is a popular pastime and at a recent hop LACs Webster and Davies were seen getting hep with the jive. Terry Northrop's ork provided the music and all the swing enthusiasts were on hand. Also cutting a rug was S/L Forbes from the navigation section.

W/C C. W. Palmer, and S/L Forbes have left us. W/C Millward is taking W/C Palmer's place and S/L A. M. Ogilvie now is looking after the navigation section. Other new flat hats on the station include F/L J. J. Devan and F/Os R. Remmer and E. Lewis.

There is a new corporal in the teleprinter section and so congratulations are going to M. N. McInnis.

Love Bug

It may be summer but Cupid still is flinging his darts around. Wedding bells will soon be ringing for LAW Nora Plaxton of the MT section and F/O Carstairs is looking pleased with himself these days. Recently engaged are LAW Elsie Morris and LAC Bruce Johnson.

The MT section has been doing some delayed spring cleaning and LAW Clements has been spreading the paint around in no mean manner. The folks here have said good-bye to LAW Laura LaPierre, one of the first WDs to come here.

Main event of the week was the presentation of the station concert under direction of F/O Harry Lewis, hard working MC. He also managed some pinch hitting at the piano and was orderly officer as well.

Performers

A piano duet by LAW Irene Harrington, teleprinter section, and F/O Lewis proved very popular. Singers on the program included LAWs Betty Chappelle and Margaret Leitch, both from the wireless room, and AW Ann Nell, signals. Dances were provided by LAW Elsa Meri-Kellio, in a Spanish number, and AW MacGowan, who presented a neat bit of tapping. A ballet dance was done by LACs Sigurdson, Robert and Bruce Johnston, and Cpl. Reg. Neziol. Thanks for a good laugh, fellows.

Two skits were very much enjoyed. One concerning life in the officers' mess was presented by S/L Ken Andras, S/L Johnny Britain, F/O Remmer, F/O Lewis, S/O Kay Stackhouse, S/O A. Trotter, Capt. Jeff Rowe, dental section, and S/L Stockwell. F/L Sching played the role of barman. The second was a take-off on the men's PT classes staged by Sgt. Nel Dryden and six WDs. Sgt. Johnny Duchak, in artist's smock, tam o' shanter and side whiskers, presented a comic sketch of his own.

Cpl. Jean McMillivray was responsible for make-up. To conclude the show LAC Guerin, CR, put on a good impromptu performance in the form of a truth and consequences period.

—LAW U. M. Lewis.

GOT SOME IN

Veteran pilot with 30 trips logged on his first tour, S/L Forrest Lord, DFC, Sherbrooke, Que., has been promoted to that rank and placed in command of a flight in the Ghost squadron.

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Mail Bag

There has been a flock of new arrivals for our family here in the last while and several of them already have had cause to learn the necessity for spit and polish. W/O Crozier, kind-hearted disciplinarian, was generous with the usual three hours extra night duty. They all learn the hard way.

Many in these parts have been wondering why Cpl. J. Kiteley, ex-Toronto postal corps, is the only one allowed to wear battle dress. Explanation is simple. Joe has just returned from activities abroad minus his kit bag. Tut, tut, what will the Arabs wear next?

Sgt. Eva Schildmeyer, Hazlecliffe, Sask., this week's number one pin-up girl, states definitely that she has no further snapshots of herself available. Cpl. Simpson, Regina, has a new theme song that is not too popular, "Lay that mail bag down, Chum."

Cupid has been very busy here and everybody is wondering who will be next to walk the bridal path. We extend congratulations and best wishes to LAC M. Scheff, Toronto, and his wife, and LAC J. Hanewich, Oshawa, Ont., and his wife.

Recently LAC Bert Olfrey, Cartwright, Man., attended an engagement party held on his behalf. Another big event is pending.

—LAC Harold Small.

MITCHELLS STOP REHEARSING, ACT

Stepping onstage in a new role after rehearsing stealthily during May between daylight trips to soften up the continent, Mitchells of AEA from a station commanded by G/C C. R. Dunlop, OBE, Vancouver, swung into their first night attack in the early hours of D-Day.

May had been a strenuous month for the Mitchell fliers, nearly half of them Canadians, culminating in the previous Monday's record attack when AEA Mitchells dropped 1,400 tons of bombs by daylight, doubling all previous records.

Leading one of the squadrons which attacked a railway junction in Normandy, W/C R. W. Goodwin, Toronto, reported: "The night was very dark since the moon was shrouded by layers and layers of cloud, but we dropped down through them to 5,000 feet to find the target indicators laid by the Mosquitos which had preceded us. Then we let go."

DOG'S LOG BOOK LITERARY EFFORT

Musician turned author turned flier, W/O Earl Charboneau, Windsor, Ont., is back in the writing game again with the completion of "Dulverton's Log Book." Written in long-hand in tents pitched on the desert, shambled billets in Italy and completed at a station in Palestine, the book deals with the operational tour of one Dulverton, a stuffed Scottie.

While at an OTU in England, Earl, with other Canadian air crew, visited the home of Lord and Lady Dulverton. The Scottie was a gift from his hosts. Since that day Dulverton has completed a tour of ops and wears the '39-'43 star on his collar.

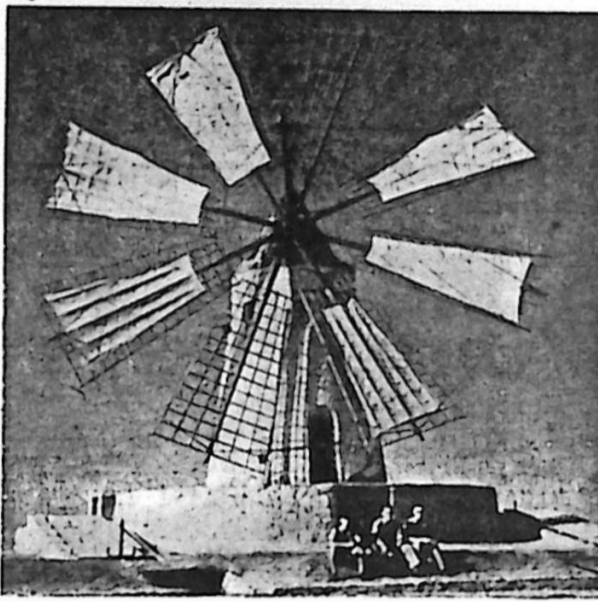
In the book Dulverton's observations on his crew-mates in action are recorded. Boobs are commented upon in terse language, wisecracks are parried and returned in measure.

Born in Windsor, in 1919, Charboneau studied the violin. In 1936, at the age of 16, he joined the Detroit Symphony, playing in the second violin section. He went to Toronto to study composition, conducting, writing, history and theory of music at the Conservatory of Music. Later worked in the Department of Education.

In 1937 he started writing short articles, hitting several American magazines.

He joined the RCAF in Toronto in July, 1941, trained as a pilot.

SUN AND WIND



These Canucks are not in Holland even though dykes and windmills are Low Country trade marks. LACs W. C. Hopkins, Welland, Ont.; M. McQueen, Hamilton, Ont.; and L. D. Patterson, Douglas, Ont., are sunning themselves at the lower end of the Red Sea, in Aden. (Official RCAF Photograph.)

"R" DEPOT

Imagine! Four Eggs!!

G/C Denton Massey returned unexpectedly last week after an extended tour of duty in Canada. Friday afternoon we all gathered in the NAAFI to hear tales of luxuries still existent across the water and must confess a slight nostalgia resulted. Can you imagine any one man even thinking four eggs and a quart of milk a sufficient breakfast.

Sick List

Friends of F/L Lyle W. Humphrey, DFM, will be pleased to know that he is making satisfactory recovery from his recent "op." We are sorry to hear that F/O Bill Hough, the big boss of the MTRU, had to leave last week to have an old damage to his right arm repaired. We'll all have our fingers crossed and hope the overhaul proves successful.

The sergeants' mess last week welcomed two new members—Tommy Wilcox of the local MT and Joe Brown of the MTRU. Congrats to both. Things are looking up in the MT it seems. F/S "Strongboy" Dickson has a grave confession to make this week. You see, it was not he who toiled so long to set up the horse-shoe courts and is now rather ashamed of having accepted all the glory. The real labor was done by our two stalwarts, Sgts. "Doc" Cunningham and "Whity" Whiteneck, assisted by some of the lads in the current square-bashers course. "Strongboy" admits, however, that he was consulted on a few minor technical points.

Dead Dog

Sgt. Moe Labrosse, Gestapo chief, was called out early Monday morning to display his skill as a marksman and the humanitarianism so often required in his particular business when, under supervision of the assistant adj. W/O "Mac" MacGillivray, an unfortunate pup, victim of the local MT dangers, had to be destroyed. Sgt. "Hank" Taylor volunteered to supervise a decent burial. It has been suggested that Mac inaugurate a "Stop, Look and Listen" training scheme for his canine proteges.

While recent rains may have hampered some of our efforts, S/L "Buzz" Code and Cpl. "Timber" Wilson, our head gardeners, heaved a sigh of relief when the heavens opened to end the threatened drought. Then, too, our ardent cyclists welcomed the opportunity of time for removing stray callouses.

Reinforcements arrived recently to add another flight to the PSI "Waddlers Squadron." One of the particularly keen types who continued production en route and presented S/L "Mac" Macdonell with a new-laid quackberry on arrival deserves special mention.

The small group of musicians under leadership of W/O Bill Rowley are rapidly evolving into a really first-rate dance band. This is another of the several enterprises backed by PSI. Bill, however, sends out an SOS for more players. Scout around, fellows, and if you can't do anything yourself your pal may, so

WITH RADIO MECHS VISITING FIREMEN

Cpl. D. M. Smith, Prescott, Ont., a month back from India, brings a raft of gen on radio men out there. Smitty came back with LAC R. M. Balfe, Vancouver, who will shortly be returning to Canada because of a pair of bad feet. Smitty spent two years in India. For awhile he was stationed with LAC Ralph Harter, Winnipeg; LAC Hy Sazant, Montreal; Sgt. E. J. Fairfax, Vancouver, and Cpl. R. L. Stauffer, Kait, Ont.

For a while, too, Smitty was stationed at Wing HQ, where Sgt. George Clews, Scarborough, Ont., hangs out. George did 18 months in China on experimental work. At Wing HQ he chummed up with Cpl. D. O. Knowles, Iroquois, Ont. Smitty and Knowles spent two weeks' leave in the Himalayas. Knowles is now back in Canada training for air-crew.

Other radio men Smitty met out there were LAC Dean Moyer, Toronto; LAC "Berf" Berford, Toronto; LAC George Watson, Montreal, and LAC E. Sukey, Ottawa.

TROUBLE FIRST GO AFTER PATROL DUTY

S/L John MacDonald, Antigonish, NS, flew close to 1,000 hours with Coastal Command back in Canada. He patrolled the east and west coasts and had a spell in Alaska. Nothing happened.

He came overseas, joined the Iroquois Squadron recently and on his first trip ran into a Focke Wulf 190. No hits were scored in the first skirmish, but the action was hot. The fighter came in when the aircraft was on its way home from a French target, but between MacDonald's evasive action and the rear-gunner's fire, the fighter was fooled.

try and persuade him to come out and lend a hand.

Plans were under way for a bumper do in the Sergeants' Mess Saturday night. A special casualties list may be published in next week's issue.

—Sgt. A. G. Hotson.

INTRUDER ANTICS

Aces Entertain Erks

Alas, alack, what is happening to our air crew! Here we have F/O Johnny Caine, Edmonton, and F/O Earl Boal, Regina, going home to Canada. So is genial F/O Bert Ford, Winnipeg. Caine gave his ground crew a thank-you and farewell party that made the heart happy, as well as the stomach. There was everything from real live eggs to a man's drink and man's talk.

Present

Pay Table Crumbs

Congratulations fill the air as a result of all the new hooks which are floating about now, and very much on the receiving end is Ken Harris, who took his marriage vows the day after he got his tapes.

Hearty "Get Well" wishes are extended to Sgt. Bob Price, who, unfortunately went to hospital a few days before his wedding day. Two of our WDs, Cpls. Carr and Weedon, have left for another station.

The league leading US Army Solons defeated Accounts last Sunday. Our boys, though playing heads-up ball were not able to cope with the Solons.

F/L Bud Parsons, Sgt. Steele, Cpl. Walker and Cpl. Tarver were to be seen last week at Twickenham's substitute for the old swimming hole. Cpl. Walker sported a gay-nineties swimming suit and say, the profile! Certainly he was the star attraction that day, so much so that poor old Bud could not concentrate on a certain dame in a nifty blue rig, and that's saying something.

In passing, the departure of two real old originals of the unit must be noted. They are F/O Charles Teakle, our ex-unit accounts officer, and F/L Murray McGill, admin staff.

All here are both surprised and pleased to see the youngest officer here, P/O Bill Murray, head the cheer section on the Sunday softball features. Such a voice from such a nice little lad, and say, Bill, how anxious you seem to be re the mail situation these days.

—Tee-Vee and Gee-Gee.

CANADIAN FITTERS HONORED AT PALACE

At the investiture last week, two fitters of a Canadian squadron received the British Empire Medal for acts of bravery in North Africa when two aircraft exploded in the dispersal area. They are F/S John A. Campbell, Westlock, Alta., and Cpl. Clive Snelling, Oxford, England.

Cpl. Snelling left his home seven years ago at age of 15, went to school for awhile in Pennsylvania and later went to Vermont. In October, 1940, he enlisted in the RCAF at Montreal.

Among those present were F/O Boal, LACs Desjardins, "Mountain-boy" Hutchins, Shaw, Stevenson, Wardill, Haliburton, and Sgt. Hebert, who had somebody's rain check. Another officer who played host to his boys was F/L Gray, Toronto. Cigarettes, parcels, and all sorts of gifts to the men were a few of the things they had.

Promotion from W/O to P/O is earning Bowhay all kinds of congratulations these days. Similar greetings are going to Jasper, the California Kid, who has been upped from F/O to F/L, and friendly Sawyer has been upped the same way. Other nice things happening to the air crew include the furnishing of their rest room. The designer and man to arrange, get and steal the furniture was none other than F/O Ted Wildgoose. Ted, unfortunately, is laid up with a touch of bronchitis. P/O Job is in dock, too.

Steak Please

Cpl. Frank Moore, Calgary, recently returned from a sojourn in Littlefool with rainbows round his peppers. The British Commandos took the situation away from the telling hands of the merchant seaman. Sgt. Alexander also can tell a good story of that account, but here's a handshake to our British Buddies. A friend in need . . .

Cpl. Hupka, Sask., says next time the boys come late to work he will brandish 295's at them. "Slim" Somers says he's back after a severe case of lovers' qualms. He may recover. Cpl. Grantham has been travelling some to see his girl friend, and from the looks of her, boy, she's worth it.

LAC Walter Kidd promises to take bicycle lessons and so does Cpl. Ruston now that he's seen the light. Our little family still is growing. We see those glowing chimes for Cpl. Gordie Watt and our former driver, Jean Wilson. He writes her regularly, too. A wedding is in the offing for LAC Johnny Rutton.

We wonder what Cpl. Bert Plastow, Calgary, is going to do, now that the travel ban is in effect. Telegrams are a poor substitute for the real thing. What has happened to quiet, unassuming Cpl. David, Montreal? He's taken an active interest in dancing in a nearby town.

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HURRIES SET JAP LORRIES ABLAZE

Burma Front: A formation of Hurricanes, led by a 25-year-old Canadian, F/L Ed Thurston, Toronto, set fire to 11 Japanese lorries recently. The Hurries were returning from a sweep into North Burma.

Flying with Far Eastern Air Command's hard-hitting TAF, F/L Thurston decided to have a look at a nearby road, his allotted task having proven fruitless. He spotted 15 large heavily-camouflaged lorries among some trees.

The Hurricanes roared in and set two on fire. Flames spread to seven other lorries which were soon ablaze. The formation returned to base, rearmed and refuelled and went out again to find two more lorries which they promptly reduced to ashes.

THREE NEW CHANGES AT GROUP STATIONS

Promotion to the rank of air commodore and appointment as commander of one of the bases of RCAF Bomber Group was announced recently for G/C J. G. Bryans, Saskatoon and Victoria. Former CO of the station from which the Lion and Bison Squadrons operate, he will direct a newly-established base organization.

Air Commodore R. E. McBurney, Ottawa, has been given command of another operational base. He was formerly in charge of a number of the Group's conversion units.

A new appointment to Bomber Group is that of Air Commodore F. G. Wait, who succeeds Air Commodore McBurney in command of the heavy conversion base. He was formerly at RCAF Overseas HQ.

WEDDINGS

SMITH-KENNY—F/O C. I. Smith, Grimsby, Ont., and Cpl. Irene Kelly, daughter of Mr. and Mrs. A. Kenny, Faust, Alta., were married in London on May 27. G/C G. O. Lightbourn, senior RCAF Protestant chaplain overseas, assisted with the ceremony.

MOOSE SQUADRON

More Moaning Muscles

Tired tendons and mauled muscles are prevalent here these days, as the boys are taking physical jerks sessions under the heartless administration of F/S Duke Breland. Everyone, I repeat everyone, takes it. The Moosemen who prefer a comfortable chair in the mess ante-room to the morning PT sessions have been taking their exercise in the evenings at the bomb-dump.

Half Trying

W/O "Rocky" Thompson, representative of the "Beef Trust," couldn't reach his ankle during the ankle-grasping exercise, so hit a happy medium by grasping his knee. This manoeuvre bringing down lots of unfavorable comment upon himself.

F/S George Hartford and W/O Bill Krantz are definitely mainstays in the volleyball games, their height gives them an advantage over the "sub-stratosphere" types. F/L Hec MacLean took a beating during the game. W/O Art Scott got hold of his head a couple of times, mistaking it for the ball. F/O Norm McConnachie deserted his sign duties to give the boys a special exhibition of the South African antelope chasing its fate, with appropriate yocal refrain.

Big Leap

Incidentally, Hec MacLean was recently promoted from P/O to F/L. He just wasn't interested in being an F/O at all, so he says. S/L Stewart recently started wearing his third, too, taking over command of "B" Flight on the departure of S/L Hugh Dyer.

Mass departures of screened types bound for instructor posts lately include F/L Lloyd Boe, F/L H. "Brownie" Brown, DFC, P/O Cliff Eyrjolfson, P/O L. "Mac" McGaughey, F/O "Smilin'" Dick Fonger, W/O "Dunk" Duncan, and "Mac" McLelland and F/Os "Sid" Siddall and J. V. "Smitty" Smith.

Air Gunner F/O Larry Noble was up on a short visit a few days ago, along with P/Os Johnny Broadhurst and Bill Griffiths, just moochin' around the old stamping grounds. The boys claim that they get homesick occasionally, so come back to recuperate.

New Recruit

F/O Bill Chalcraft was headed for Worcester at breakneck speed a couple of days ago.

his good spouse having just presented him with a baby girl. Under Bill's expert tutelage we should have a recruit for the ATA in a few years.

That sharp-shootin' gunnery team, Sgts. Paul Burton and Bill Mann, blasted a Ju88 out of the atmosphere on a recent op, and Sgt. Johnny Shortt damaged another. As a result they are in high favor with F/L Murray Wilson, gunnery leader. Murray, incidentally, did his first tour with the Moosemen in '42, and was recently posted back to us as gunnery leader to take over after F/L "Tommy" Toms, DFC, departed to greener fields. —Sgt. R. K. Bradey.

HISTORY WRITTEN

(Continued from page 1)

of their own Major Mitchell and with technical help from S/L H. Hamilton, RAF, transformed a vast stretch of knee-high grass and clover into the exceptionally fine airfield it is, all within two days.

The engineers were a day behind schedule when they started due to a strong pocket of enemy resistance in a wooded area at one end of the landing strip. But after a full day's scrapping and after two attacks had been repulsed, a company of British infantry eliminated the well dug-in resistors and the engineers went to work night and day.

First they fanned the entire area for mines, cut the grass, skinned the turf, scraped, rolled, graded and finally the whole layout was ready as per schedule, complete with taxi strips and a perimeter track.

"It's a dusty step forward," remarked S/L J. G. Edison, Toronto, as clouds of dirt enveloped his flying control truck, "but it's a big one."

GLIDER TROOPS SMASH GUNS TO HELP SEABORNE LANDINGS

A twin-engined glider tugship with four RCAF crew members flew over the English Channel towing the glider troops who made possible the first Allied beach assault.

With the captain, F/L Bob Thompson, Berwick, N.S., in the pilot's seat, the Albemarle took in one of two glider loads of troops who knocked out heavy batteries which would have made seaborne landings on one important section of the coast extremely hazardous.

The Horsa glider was released near its previously arranged landing place in spite of heavy anti-aircraft fire and landing operations at dawn, a few hours later, proved that the big guns had been effectively put out of action.

"We were briefed to put the gliders down where the troops could get at the batteries," Thompson said. "There was going to be a signal from the ground at a certain place as to which of two locations we were to release the gliders. We got the signal OK and the glider went down right into the area where the guns were."

Two Vancouver men, F/O L. E. Blundell and F/O Al Ludwick, were in Thompson's crew along with W/O D. R. Taylor, Singhampton, Ont.

"There was a good deal of flak around and I think the glider may have been hit, but the pilot sounded OK on the intercom before he cast off," Thompson added. "You have to admire those airborne troops taking on a job like that."

"It was a pretty sticky situation down there as they were definitely outnumbered. Before we took off they were discussing what the opposition would be like, somebody mentioned the number of Germans they would find in the area, something like five times their own total. They just said, 'Oh, that number, eh? That'll be all right.' And they weren't boasting. They were just stating a fact."

U-BOAT ATTACKS

(Continued from page 3.)

which two convoys of mechanical transport were effectively bombed and a main road blocked.

Lone Hand

W/O Hayes receives an immediate DFC for an action in which he, single-handed, engaged six enemy aircraft and shot down one of them. P/O Edie was rear-gunner of an aircraft which was attacked by two Ju88s as it approached its target. He gave the necessary evasive directions, shot down one of the attackers, and drove off the other. Later he drove off another enemy fighter.

Sgt. Wright and Sgt. Ziomko were rear and mid-upper gunners respectively of a bomber striking at a Belgian target in February. On the outward flight the machine was damaged and over the target was attacked by a fighter. They used their guns to good effect, and the fighter was seen to fall to the ground and is believed destroyed. Later they fought off three more fighters and gave skillful directions to evade yet another.

HUCK FINN

A well-known RCAF Group Captain pulled a bare-foot boy out on a recent boat trip to Canada by losing the only pair of shoes he had taken with him.

The result: one otherwise immaculately dressed Canadian Groupie made the jump from New York to Montreal in bedroom slippers.

YANK SETS KITE DOWN IN FRANCE

France.—Lt. Fred Rutan, Northampton, Mass., 20-year-old Mustang pilot with the Eighth Air Force, became the first American flier to set an aircraft on the first Allied airfield operating in France. He made a successful emergency landing after his radio equipment had caught fire Thursday morning.

On a fighter escort mission, his 21st since arriving in England last spring, Rutan was over the beach-head area when his radio cut suddenly and smoke filled the cockpit.

"I did everything I could to get the fire out," he said. "Pushed and pulled all the gadgets. Even flew upside down. But the smoke still poured back at me. Thick, acrid stuff. I was just about to bale out when I saw the wind-sock here and then the strip. It sure looked good."

RAF Servicing Commandos on the Canadian base had Rutan's aircraft serviceable within an hour and the Yank pilot took off for his English base, carrying with him a German helmet, a present from the airmen who worked on his kite. It had been the property of a sniper they had picked off two days before.

ELEVEN CANUCKS AT RECENT INVESTITURE

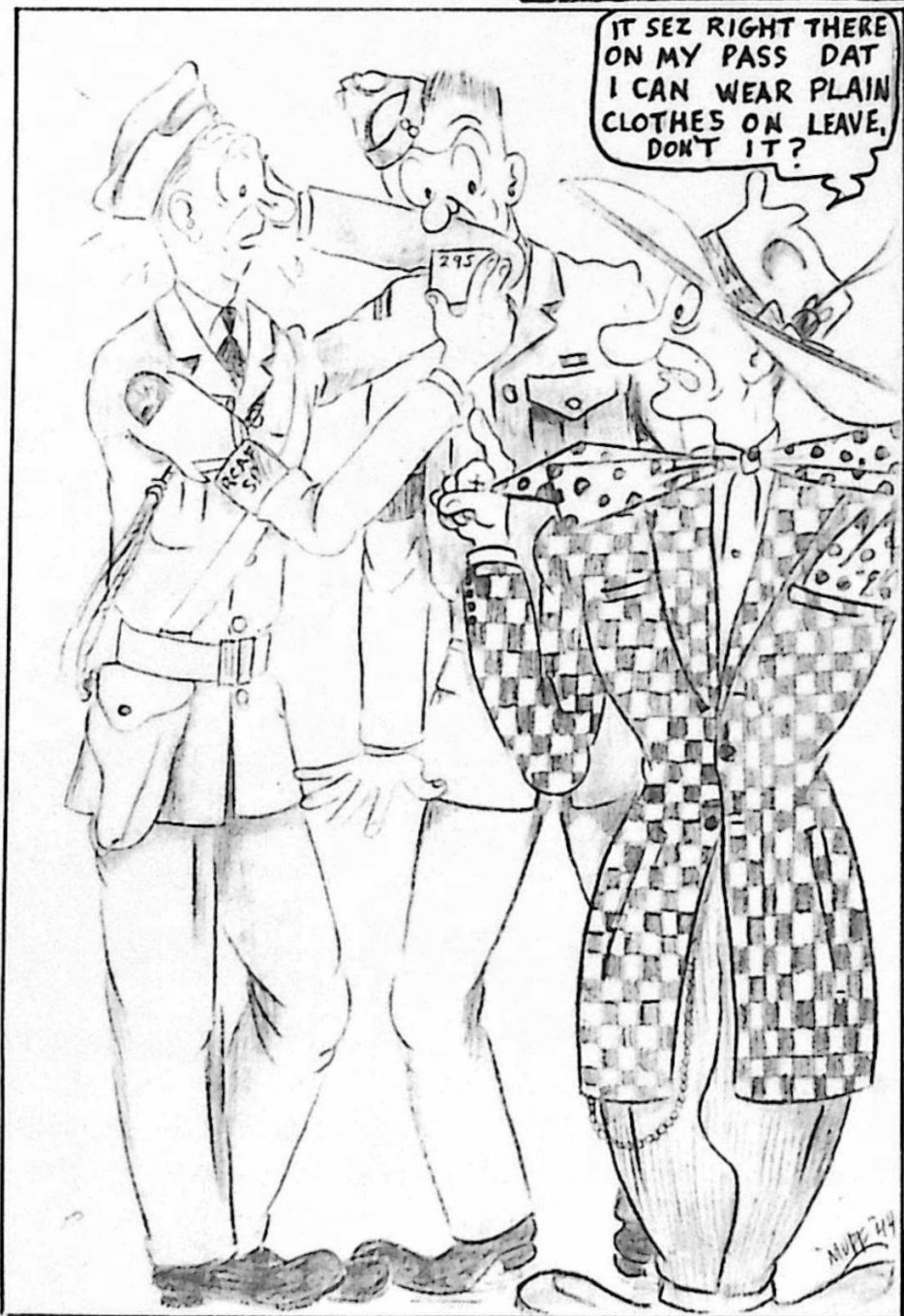
Eleven members of the RCAF were presented DFCs by His Majesty, King George, at a recent investiture held in Buckingham Palace, while a Canadian flying with the RAF received the MBE.

Among the Canadians was W/C Georges Roy, Westmount, Que., former CO of the Alouette squadron. He is now chief flying instructor at an OTU.

Receiving the MBE was S/L G. E. Grindley, Vancouver, who is about to start his second tour with a RAF squadron. Others decorated with DFCs were W/C R. C. A. Waddell, Peterboro, Ont.; S/L V. F. D. Ganderton, Midnapore, Ont.; S/L M. G. Brown, Montreal; F/L D. C. Hagerman, Saskatoon; F/L I. G. S. Keltie, Edmonton; F/O M. G. MacKenzie, Kenora, Ont.; F/O E. A. Skilleter, Toronto; P/O P. Eastcott, Pembroke, Ont., and P/O G. A. Vinieh, Wakaw, Sask.

F/L Barron and F/O Hill each receive the DFC for their part in a special minelaying mission carried out by Mosquitos at night against heavy flak, searchlights and balloons.

CARTOON CORNER



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