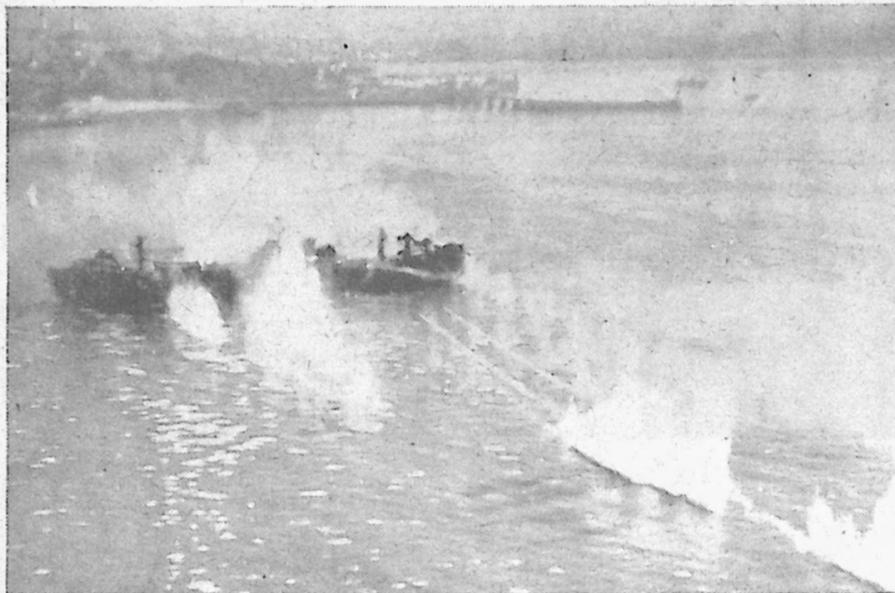




BULLETS FOR BOCHES



Rocket-firing Beaufighters of the RCAF Buffalo Squadron blasted German merchantmen in St. Vivien Harbor recently. The ship getting the plastering in this picture sank within 24 hours of the attack. Buffalo Beaus have disrupted much German shipping in Channel ports. (Official RCAF Photograph.)

Buffalo Squadron Beaus Hit Nazi Destroyers in Estuary

CANUCKS USE LATEST BOMB

Heavies Scourge Reich With New Type Incendiary

Equipped with a new and devastating incendiary bomb, RCAF squadrons, with other units of Bomber Command, are spreading destruction wherever they drop this innocent-looking but lethal weapon.

Perfecting by research and scientific workers of the Ministry of Aircraft Production, the new fire bomb weighs only 30 pounds. Mainly filled with a solution of methane in petrol under pressure, its descent is controlled by parachute.

Approximately 21 inches long and 5.5 inches in diameter, the bomb on reaching its target throws from its tail a jet of flame about 15 feet long and two feet wide which burns for two minutes.

On impact the striker of the bomb fires the detonator. The flash from the detonator ignites the priming in a central tube. The priming ignites the thermite, and this heats the interior of the bomb, raising the internal pressure. The petrol is forced through a flexible tube into the valve chamber, through the outlet hole in the jet, and through the hole in the bottom of the parachute container.

As it passes out of the jet the petrol is ignited by the flame issuing from the vent holes in the striker housing, as a result of the burning thermite.

Canuck First Allied Pilot off New Field

Southern France.—First Allied pilot to take off on operations from an RAF airstrip here was a Canadian flying officer, John Davies, Montreal, and he was the first pilot to make night landing by use of inventive flare path consisting of two Jeeps, two trucks and tin cans filled with petrol.

Dusk Patrol

Davies, who flies with a RAF Spitfire squadron together with F/L C. Gallitzine, a Russian-born prince who now calls Northern Ireland home, took off on a dusk patrol. They returned in darkness.

After landing Davies said: "Turning on navigation lights was signal to illuminate path. It worked like a charm. As I switched on lights the whole flare path sprang into illumination just as though I'd turned the path switch on myself. We had an easy time landing."

Davies' squadron, which is commanded by another Cana-

New Zealand Airman Leads Coastal Aircraft Through Hail of Flak to Smash at Ships Steaming Out to Sea

Surprising two enemy destroyers at the mouth of the Gironde Estuary in France last week, rocket-carrying Beaufighters of the RAF and the RCAF Buffalo Squadron made a spectacular attack which left one destroyer aflame and smoking, and the other damaged by cannon and rocket shells.

Ships Moving

Led by W/C W. H. Tacon, DFC and Bar, AFC, of New Zealand, the Beaufighters, patrolling in the evening, came upon the destroyers steaming toward the mouth of the Estuary, Atlantic waterway to the city of Bordeaux, and as the enemy craft increased speed the Beaufighters split into two groups and dived on the ships in a beam attack.

Heavy return from the destroyers and shore batteries damaged four aircraft and one RAF Beaufighter was forced down in the sea off the French coast, its crew being later rescued by an Allied warship.

The remaining three damaged aircraft were shepherded to an airfield in Brittany, known to be in American hands, by W/C Tacon, accompanied by a fifth Beaufighter.

Motor Mauled

F/L W. R. Christison, Lennoxville, Que., lost the use of one engine when his aircraft was hit by flak. "I just felt a thud and the next thing I knew my kite was weaving all over the place. I regained control and a few moments later W/C Tacon was telling me and the other two crews who were in trouble the course to fly to this American-held airfield in Brit-

tainy," Christison said. "With only one engine my Beaufighter flew beautifully for an hour and a half," he added. "When we reached the field, W/C Tacon first sized it up, then went in, landed first and sat in his cockpit directing each of us in."

TORONTO OFFICER IN REAL SUCCESS STORY

An AC2 in 1940, a 26-year-old Toronto man was recently promoted to the rank of group captain and given command of one of the Canadian Bomber Group stations.

He is G/C H. T. "Hal" Miles, who succeeds G/C F. A. Sampson, Toronto and Ottawa, in command of the station from which the Moose and Ghost squadrons operate.

Overseas for nearly three years, Miles won the DFC and Bar during two tours, the last of which was recently completed with the Goose squadron.

BOMBER GROUP HEAVIES SMASH WIDE SELECTION OF NAZI INSTALLATIONS

MISSED HIM

France.—A jagged, ugly piece of shell-casing about the size of a silver dollar, landed in a dug-out beside LAC George C. McMillan, Tatamagouche, NS, on a RCAF Typhoon airfield. McMillan found it bore the number 267504.

Wide-eyed, he studied his identity card. It bore the number 267504.

LAC McMillan figures that was close enough.

RCAF IS LINK IN CHAIN PUT AROUND PORTS

Coastal Kites Help Navy Bottle Up Hun In Peninsula

An important part in the battle for the French ports, especially the U-boat bases in the Brest Peninsula, is being played by aircraft of

Command working in the closest co-operation with the Royal Navy.

Immediately the fall of these ports appeared imminent, Coastal Command aircraft, together with surface vessels, threw a ring around them, thus preventing the beleaguered garrisons from obtaining reinforcements of men or materials.

In addition, by destroying a large proportion of the enemy's minesweeper fleet operating in the Bay of Biscay, air and surface craft prevented the movement of U-boats and other German shipping.

In the last weeks, Mosquitos, Beaufighters and Halifaxes have made nearly 300 attacks on nearly 150 separate targets from Ostend to Bordeaux. As a result of these attacks, over 30 enemy vessels have been sunk, damaged or set on fire.

Rocket Attack

While on an anti-U-boat patrol recently RCAF and RAF Beaufighters, including aircraft of the Buffalo squadron, attacked with rockets and cannon two heavily armed escort vessels off the west coast of France. Direct hits were scored on both ships and they were left enveloped in clouds of smoke. Reconnaissance pictures reveal that one of them was definitely sunk and the other still burning.

On the following day the same Beaufighters carried out a particularly successful attack against a group of vessels consisting of one 2,000-ton depot ship, six trawler-type auxiliaries and two tugs. Cannon strikes were reported on all vessels.

After the heavily-armed escort vessel which, in the words of a "strike" pilot, "was bristling with guns," was left in flames by the Beaufighters, a Halifax directed a naval force to the scene. The warships then shelled and torpedoed the enemy vessel. Many of the crew were seen to dive into the sea.

Despite heavy flak from shore batteries aircraft have also attacked concentrations of enemy shipping seeking the safety of harbors.

In a recent message to Air Chief Marshal Sir Sholto Douglas, AOC-in-C Coastal Command, Sir Bertram H. Ramsey, KCB, KBE, Naval C-in-C AEF, said that the Command's anti-ship operations "must have added a further unwelcome burden to the enemy's already overloaded transport systems, while your aircraft so harried the enemy's coastal forces that they did not inflict the damage to our convoys which might otherwise have been expected."

Flying Bomb Emplacements in Pas de Calais Receive Heavy Poundings from RCAF Lancs and Hallies

BREST AREA GETS DOUBLE DOSE

After attacking a wide range of enemy targets Friday night and Saturday morning, RCAF Bomber Group brought their week's offensive to a crescendo Sunday evening when a large force pummeled a flying-bomb dump in the Pas de Calais district. Every Bomber Group squadron was represented.

On Monday night the Pas de Calais area was again attacked by Group while a smaller force hit dock installations in the Brest area.

Friday

Friday night and Saturday morning considerably more than 200 RCAF Lancs and Hallies went into action but they spread the weight of their attack over several targets; flying-bomb emplacements; an oil refinery centre at Russelsheim, Germany, and five separate coastal batteries near Brest.

The flying-bomb target was attacked in daylight Friday evening by the Porcupine squadron. The Moose and Ghost squadrons flew to Russelsheim after midnight. Other Canadian squadrons pin-pointed their targets at Brest by means of pathfinder flares.

Four RCAF squadron commanders led their units. W/C Frank Watkins, Winnipeg, completed his tour as captain of a flying-bomb aircraft. W/C Montreal, flew with the Goose squadron, W/C Chuck Burgess, Port Credit, Ont., with the Thunderbirds, and W/C G. A. McKenna, Ottawa, with the Snowy Owls.

F/O T. R. Ayres, Toronto, bomb-aimer, said that the flying bomb site, located in woods, was easy to spot, even from 15,000 feet.

Sunday

The Goose and Thunderbird squadrons were again led by their COs, with W/C A. J. Lewington, Oshawa, Ont., in charge of the Porcupines and W/C "Al" Lowe, Calgary, heading the Leaside outfit.

Flak was intense in the region of the target. Numerous aircraft were holed during the action, and several kites had motors pack up, when slugged by flak particles.

FLIGHT LEADER

A recent advancement in the Ghost squadron comes to G. J. Edwards, St. Lambert, Que. who is promoted to the rank of squadron leader and given charge of a flight. He has taken Halifax and Lancaster bombers on 26 attacks over enemy targets.

GROUP ERKS GIVE BLOOD

Ground Crews Set Record For UK, Donate 713 Pints

Personnel of the station commanded by G/C Clare Annis, OBE, Toronto, established a record for the UK recently when they donated 713 pints of blood in one day. Previous best mark ever attained by a team of the blood bank service was 658 pints set only a week before by an-

transfusions in the advanced first aid stations and casualty clearing stations in Normandy was made known to the station personnel well ahead of time and so great was the rush of volunteers that many had to be turned away. There were in the neighbourhood of 1,500 airmen and airwomen eager to give their blood.

Dr. Stewart Stanbury, Toronto, head of the regional blood bank service, was in charge of the team, with S/L G. D. Caldwell, Halleybury, Ont., Beaver Base medical officer, supervising the station arrangements. G/C Annis was first in the line-up of donors.

It was an all ground crew and administration show, as air crew of the Thunderbird and Goose squadrons who operate from the station were for obvious reasons not included in the ranks of donors.

Figures are not available, but it is believed that this might be a world's record, as the blood bank service in the UK is extremely well organized. Dr. Stanbury, formerly with the Banting Institute, said he had never seen anything like it.

Spits Gun 17 Huns on French Patrols

Seventeen enemy aircraft fell to the guns of Canadian Spitfires, patrolling the skies over the advancing Allied troops in France, within the space of six days last week. A dozen Nazis were gunned out of the sky in a single afternoon.

Early in the week five German aircraft were attacked in two separate sorties by W/C Dal Russell's wing. Two of the Huns fell to F/O R. M. Davenport, Russellville, Ark., and F/O D. F. Husband, Toronto. Davenport also damaged a FW190 and two others were damaged by F/L O. M. Linton DFC, Toronto, and F/L C. W. Fox, Guelph, Ont.

The following day fliers of W/C Johnny Johnson's wing attacked an overwhelming force of 80 German aircraft. Outnumbered four to one, the Canadians knocked down 12 of the enemy. Johnson boosted his score to 37 with two victories, and two other members of his wing scored twin kills.

F/O G. F. Ockenden, Edmonton, was high scorer with two

destroyed and a damaged. Another double went to F/L E. S. Smith, Toronto. Single victories were scored by F/O R. E. Holness, Lakeview, Ont.; F/O T. H. Hoare, Winnipeg; F/L B. T. Gilmour, St. Thomas, Ont.; F/O A. J. Horrell, Windsor; F/L J. S. L. Robillard, DFM, Ottawa, and to another pilot who destroyed a Hun before he was shot down himself.

A damaged was claimed by F/O Fairfield, Cardinal, Ont., and another by F/L W. N. Stronach, Montreal.

Near the end of the six-day period the Canucks added another three Jerries to their list. Two fell to City of Oshawa squadron pilots, F/O M. R. Sharun, St. Paul, Alta., scored his third victory. F/L D. W. Harling, Montreal, chalked up his first kill, and F/O G. A. Cameron, Edmonton, damaged another.

A Red Indian squadron flier, F/O Bill Warfield, New York City, destroyed a FW190 without firing a shot.

THIRTY-TWO CANUCK AIRMEN IN IMPRESSIVE HONORS LIST

Three DSOs Head Latest Awards; Daring Rescue Earns BEM for Gunner

Three immediate DSOs highlight a long list of awards to Canadian airmen announced in the *London Gazette*, which includes 15 immediate DFCs, seven non-immediate DFCs, six immediate DFM's and one BEM, for a total of 32 decorations. Receiving the DSO are S/L George Davis Scott Koester, DFC, Guatemala; S/L John Robert McDonald, DFC, Victoria, BC, and F/L Hugh Burn Hay, DFC, Edmunston, NB, who are commended for their efficiency and resolution in attacking a wide range of dangerous and difficult targets.

Spit Pilots

Two fighter pilots are honored in the list. S/L Thomas Anthony Brannagan, Windsor, Ont., receives a non-immediate DFC for destruction of three enemy aircraft and for his leadership and his part in training new personnel.

Receiving the same award is F/O Gordon Henry Farquharson, Corbyville, Ont., cited as a keen and enthusiastic fighter pilot with destruction of at least four enemy aircraft to his credit.

Immediate DFCs are awarded to S/L Bedford Donald Chase Patterson, S/L James Gardiner Stewart, S/L Frank William Hales, F/L Donald William McGowan, F/L John Moore Hollingworth, F/L Donald Hector MacLean, F/L William Stewart Pullar, F/O Warren Alvin Duffy, F/O Clayton Edwin Thomas Hamilton, F/O Harold O'Neill, F/O Earl Leroy Vawter, P/O Delbert Edward White, W/O Wilfred Gordon Cooke, W/O Paul Emile Bourassa, and W/O Hamilton Gordon McVeigh.

Non-immediate DFCs go to F/L James Fairservice Runciman Mitchell, F/L George Herbert Finch, F/L John Douglas Rice, F/L Kenneth MacBain, and F/L Walter McNutt Fairley. The immediate DFCs have been awarded to F/S Keith de Haviland Hamblin, F/S Vincent Jean Paul Lacaille, F/S Conrad Anthony Selfe, Sgt. Merrill Burnett, Sgt. Douglas Gregor Harkness, and Sgt. Derek James Webb.

The BEM (Military Division) has been awarded to Sgt. Richard Theodore Bunt, Sandwich, Ont. Bunt was tall gunner of an aircraft which crashed and burst into flames during a practice flight one night in March. He was thrown clear and was stunned but not otherwise hurt or burned.

Despite the danger of the fuel tanks exploding he made two attempts to get the wireless operator out of the fuselage, and was successful on the second. The wireless operator's clothes were on fire, and Bunt got him away from the machine just before the tanks exploded, and remained with him until help arrived. In effecting the rescue Bunt sustained burns to his face and hands, and a fractured arm.

A bomb-aimer, F/O Vawter, was member of a crew on a mission when their machine was hit by enemy fire. The skipper asked for assistance and when he went forward he found the skipper had been wounded. He took over the controls and flew the aircraft back to base. Over base, Vawter received helpful

instructions from the ground, and on his third attempt made a safe landing.

F/O Hamilton was wounded in the leg and wrist while en route to a target with his crew, and some of his equipment was lost, but he continued at his post and guided his pilot to the target.

F/L MacBain is cited for his work as a flight commander and for the destruction of an enemy aircraft, many enemy vehicles and six vessels. The *Gazette* states that F/L Mitchell has contributed to the success of an outstanding crew and that his navigation has always been accurate and painstaking. He also is mentioned for his efficient work as a squadron navigation officer.

The *Gazette* relates that at the commencement of his tour Sgt. Webb, flight engineer, was involved in two most trying incidents. Nevertheless, his keenness remained unabated and since he has been on many sorties.

A veteran mid-upper gunner, Sgt. Douglas Harkness, was in an aircraft which was damaged and dived out of control while on a sortie. The captain ordered all to bale out, but Harkness stayed with him. The captain levelled out the machine and with navigational assistance from Harkness reached base.

HOSPITAL RUSHES TO PATIENTS NOW

France.—Emergency hospital cases are not rushed to an operating room on an advanced RCAF airfield; instead the operating room is rushed to the patient.

This unique system has been devised by the station MO, S/L Frank Lundy, Portage La Prairie, Man., who ingeniously converted an extra ambulance into a compact surgery, complete with oxygen equipment, additional lighting, steriliser and instrument table.

Principally the mobile operating-room was designed, Lundy explained, for use if the tentage was blown down and for better sterilisation, since the body of the ambulance is off the ground and dust proof.

"I have used this affair and I find it to be extremely good for minor suturing, and, if the situation is urgent as in the case of a serious accident, we can move it to the scene for antiseptic surgery," he commented.

The interior is fitted with parts salvaged from damaged aircraft, including a pilot's oxygen mask and conventional fittings. The operating-table is adjustable, made from machined tubing, and the stretcher is laid upon it.

ICE GIVES HALLYMEN TROUBLE OVER REICH

Nature can be tougher than Nazi flak or fighters, according to F/O Eric Hurd, DFC, Sawyerville, Que., who learned that over Hamburg in an RCAF Goose squadron Halifax. Hurd, a navigator, was nearing the target when ice formed heavily on the wings, and his aircraft stalled and went into a spiral dive. It dropped 5,000 feet and all compasses went unserviceable.

The crew were held to the floor by the pressure created in the dive, but finally, with the help of the flight engineer, the pilot managed to pull the big kite out of its dive at 15,000 feet, the ice flaked off, and they went on to bomb the target.

HUN NIGHTFIGHTERS PEPPER WELLINGTON

Italy.—Hundreds of holes were shot through the fuselage of a Wellington in an encounter with three German nightfighters after bombing an aerodrome near Vienna, but the bomber got back to base.

W/O Ernest Hudson, Cascamp, PEI, was tail-gunner in the Wimp, and, among other things, four cannon shells smashed through his turret. He lost one eye and suffered other wounds as a result of the attack, but considers himself lucky to be alive at all.



HIS SHOES HAD THEIR NUGGET this morning! THE SHINE for EXTRA SMARTNESS
SNUGGET BOOT POLISH IN BLACK BROWN & DARK BROWN
N/KP
SUPREME for QUALITY

BULLS-EYE



An RCAF Canco drops a near perfect hit on the starboard of a partially surfaced sub. The depth charge is just starting to send up its plume. The action took place in the North Atlantic.

(Official RCAF Photograph.)

Desert Vets Hit Hun Transport in France

France.—Strafing of enemy transport is an old story to several pilots with an RCAF fighter wing commanded by G/C W. R. MacBrien. They first gained experience by hammering Rommel's supply lines in the desert, and they have put their experience to good purpose in the mass aerial assault on German vehicles in the Battle of Normandy.

No Obstacles

"It was easier in North Africa," said F/L Gordon Troke, DFC, Wolfville, NS, flight commander with S/L H. W. McLeod's Spitfire unit. "There were no trees out there and we used to find the Hun travelling nose to tail across a main road or a track over the sand. It was nothing for a pilot to come back and report 15 to 20 flammers from a single show."

Troke and his Spitfires hunted for Kittyhawks out there. With the latter aircraft, he said, pilots would go about 10 miles ahead of a German convoy and block the road by dive-bombing it. They would then sweep along the lines of vehicles and plaster them with their guns.

Another pilot who moved backward or forward across the desert according to whether Rommel was chasing or being chased was F/L Neil Russell, New Westminster, BC. He is now with the City of Oshawa squadron on his second tour.

"The job is much the same as we did out there, only we've got lots more targets," said Russell. "We always went on a specific job in the desert. We didn't have the aircraft to go ranging over the country looking for transport like we can here."

A Wolf squadron flight commander, F/L Jim Collier, Portage La Prairie, Man., did his first tour in North Africa with Troke and Russell. Another pilot who completed a tour in the Middle East is F/O Jack Neil, Nanaimo, BC, at present with the Red Indian squadron. He was in the desert during part of 1941, all of 1942 and part of 1943.

"Jerry is harder to find in France," said Neil. "He makes every use of camouflage. In the desert he didn't have any cover."

Most of the desert strafing done by F/L H. C. Charlesworth, Chemainus, Vancouver Island, was at night in Hurricanes. He is with the McLeod squadron and has set a number of German vehicles on fire during the current battle. F/O R. W. Dunn, Ardberg, Ont., in the same squadron as Charlesworth, was also on Hurricanes in Africa.

MONCRIEFF NINE TOPS DAVOUD MUSHBALLERS

France.—G/C Moncrieff's wing trotted out a great team recently to win their opening game of the TAF Softball League, beating G/C Ravoud's wing 13-5. The Moncrieff crew played on one of the best diamonds seen on the French side of the water and were dressed in new blue sweaters.

"Bud" Platt, pitching good ball for the winners, was a leading hitter of the fray, grabbing three hits in four trips. Graham, for the winners, had four hits in six trips.

Davoud.—Lannigan 1b.; Miller, cf.; Richardson, 3b.; Russo, c; Roy, 1f; Cooper, p; Hammond, rf; Mellor, ss; Seltey, 2b.

Moncrieff.—Buckle, cf; Prince, c; Graham, 3b; Jones, ss; Franks, 1b; Bulmer, rf; Thompson, 2b; Walker, 1f; Platt, p; MacDonnel, p.

FLIERS GOING BACK TO OPS

France.—Newcomer to the RCAF Wolf squadron is S/L R. H. Walker, Stamford Centre, Ont. He returned recently from non-operational duties in Canada.

During his first operational tour he became CO of the City of Oshawa Spitfire squadron. Now he is a supernumerary squadron leader with the Wolves, led by S/L E. P. Wood, Toronto.

Another well-known flier to return to operations is F/L J. S. Mitchner, DFC, Saskatoon. He is already credited with 41 enemy aircraft destroyed. He recently joined the Red Indian squadron.

Two minor celebrations were held in the mess this week for the promotion to flight lieutenant of L. G. Hennessy, Toronto, and A. G. MacNab, Mimico, Ont. The former is the adjutant of the Red Indians and the latter is with the Spitfire wing commanded by G/C W. R. MacBrien, Ottawa.

Softball impresario of the wing is Sgt. L. A. Hodgson, Verdun, Que., who, when not working in the instrument section at maintenance, is arranging games between various sections and contacting Canadian Army units. Larry used to play in the senior league in Verdun.

SOUVENIR SWAP FAILS TO OCCUR

France.—Swapping souvenirs has become quite a pastime among airmen on an advanced RCAF Typhoon fighter-bomber airfield, but the crew of the crash and fire section are still chuckling over one proposed trade that didn't come off.

A USAAF Marauder made a forced landing on the airfield, with engine trouble, and as usual the crash and fire crew were on the scene.

LAC Charles Depape, Regina, thought he would do a little promoting and approached the American lieutenant just climbing out of the kite, with this offer:

"How would you like to trade your Colt revolver for a P-38?" (The P-38 is a German side-arm considered a fine souvenir.)

"Sure I'll trade," replied the visitor.

Depape dashed back to his tent, rummaged through his duffle-bag and returned in a few minutes puffing. "Here you are, sir. It's got a holster and belt with it, all okay except for a chip off the butt."

"Oh, I'm sorry, I thought you meant a P-38 aircraft," replied the nonplussed American, while the assembly roared with laughter.

Commented LAC William Brownstone, Winnipeg, "And he promised me the first shot with his Colt, too!"

CANADIANS FLY IN ATTACKS AGAINST FIVE NAZI U-BOATS

RAF Liberator Tackles Two Subs; Patrols Find Vessels Operating Alone

Attacks against five German submarines were carried out in less than a week, by Coastal Command Liberator, Sunderland and Halifax aircraft, with members of the RCAF in their crews, Air Ministry announced last week.

Each sub was discovered operating alone and these latest Allied victories were scored during individual patrols. A RAF Liberator hunted down and dropped depth charges on two of the five U-boats, while the remaining three were intercepted by a Sunderland flying boat and two Halifax bombers.

No Losses

All the kites returned safely to base, with none of their crews injured, although three aircraft were badly damaged by enemy ack ack.

W/O A. R. Watt, Winnipeg, WOP/AG, was in the Halifax which sighted U-boat No. 1. The Nazi gunners waited for the aircraft to close range and then sent up an intense flak barrage with multiple light cannon. During the flight that followed the aircraft was repeatedly hit by this enemy fire.

The Coastal Command gunners scored several hits on the U-boat when they fired 300 rounds from the beam guns and 3,000 rounds from the rear turret guns during the five runs over the sub. The U-boat appeared to be seriously damaged, settling very low in the water, immediately after the attack.

Hard Hit

The exact extent of the damage done to the enemy sub could not be ascertained, however, since the Halifaxes became temporarily unmanageable, owing to flak damage and was forced to leave the area two minutes after the attacks.

U-boat No. 2 was hunted down during a patrol by a Sunderland, in the crew of which F/O F. G. Acres, Pentleton, BC, was flying as flight engineer. The sub was seen travelling across the ocean.

The Nazi gunners opened fire immediately the Sunderland appeared. Their flak was temporarily silenced by return fire from the guns of the giant flying boat. The enemy attack opened up again as the aircraft closed range and the kite was hit in eight places.

Flying through this flak barrage the Sunderland roared charges. The mid-upper gunner saw one small explosion plume subsiding on the sub's starboard side and one large plume on the port side just aft of the conning tower, before his vision was obscured by the turn of the kite.

Oil Patch

The U-boat came to a dead stop after the depth charges exploded and the explosions lifted its stern clean out of the water. Later a large oil patch, 200 feet across, was seen floating on the ocean surface.

The Sunderland circled the area for some time after the attack and only left then because another flying boat arrived to take over the patrol.

U-boats 3 and 4 were both sighted and attacked by a RAF Lib crew with which W/O Harold Clayton Kuhn, Dundas, Ont., was flying as WOP/AG. Their first enemy target was discovered when the bomber was running short of fuel near the end of a routine patrol.

Small patches of low stratus clouds were throwing a considerable number of shadows on the sea when the U-boat was seen. The Liberator, with its guns blazing, dove down to the attack, and despite heavy enemy flak opposition released depth charges, which fell 50 feet behind the U-boat's stern and straddled the sub's wake. It's gasoline nearly exhausted, the bomber was unable to remain over the area and search for evidence of damage.

Kuhn went on another anti-sub patrol five nights later and once again the Lib crew sighted a U-boat. The Nazi gunners waited for the bomber to close range and then threw up an intense and accurate flak barrage.

The Liberator flew over the sub at a low level. The kite was repeatedly hit by flak and one engine put out of commission. None of the crew was injured.

Third for Yank

U-boat No. 5 was hunted down by a Halifax bomber crew, led by 1st Lt. G. L. Powell, Belleville, New Jersey. It was the third sub he'd attacked since joining Coastal Command, Sgt. H. F. T. Terry, Ottawa, WOP/AG, was a member of his crew.

When the U-boat was sighted immediate orders were given to attack, and anti-sub bombs were seen to straddle the enemy target. The Hally crew were forced to fly through heavy flak, but this was silenced with release of the bombs, and the Coastal kite ended the battle without a single hit having been scored against it.

The U-boat submerged immediately after the bombs exploded and no further trace of it was seen, although Powell and his crew circled the area before resuming patrol.

NO REST FOR TYPHOON MEN

France.—"It's been a hectic day," the armorer said as he closed the last gun well and gave the last cannon barrel a parting polish. For the seventh time since the morning fog had lifted, LAC Richard Larson, Punichy, Sask., had made this Typhoon ready—cleaned the cannon barrels, checked the sights and firing mechanism, and packed the wells with belts of 20mm. cannon rounds.

Seven times the Typhoon had swept off the strip, headed for Lisieux. The squeeze was on and for the ground men there was no rest. Three different pilots had taken the plane up to join in the biggest transport-busting melee of this campaign.

But Larson looked after the cannon of three Typhoons without assistance until mid-afternoon, when his partner, LAC Al Baldwin, Saskatoon, who had the day off, decided to forego the holiday and join him at the dispersal.

"You don't mind hard work," Larson explained, "when you know it's important, and we've got Jerry on the run. I got rid of 2,200 rounds on this kite and she's going up on another flip yet."

Baldwin and Larson are both with S/L Bill Pentland's Beaver squadron. Larson was in the Aleutians with the Beavers, who were then flying Kittyhawks, while Baldwin joined them shortly before the squadron sailed for Britain.

INDIAN SQUADRON HITS GUN CONVOY

France.—A camouflaged German gun convoy was shot up last week near Yvetot, north of the Seine, by the Red Indian squadron. Five of the guns were left in flames, four smoking and one truck damaged.

When the convoy was first sighted, F/L Roger Wilson, Toronto, led the Canadian Spitfires down to attack. He held his fire when F/O Jack Calvert, Biggar, Sask., called over the intercom, "Don't shoot. They're hay carts."

As he was passing over, Wilson saw a gun barrel sticking out of one of the "hay carts." He immediately trained his guns on the rest. One of the carts caught fire. As the other members of the squadron saw what was concealed, they blazed away with their cannon and machine guns. Frightened men and horses ran in all directions.



INDIGESTION? -no thank you!

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

Read what this soldier writes to us—

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

(Signed) Cpl. H.E., R.A.O.C.
Moorland Indigestion Tablets are the best method of warding off indigestion. If you feel stomach pains coming on simply take two Moorlands—that's all. They are as pleasant to eat as sweets. They bring instant relief from indigestion, biliousness, dyspepsia, flatulence, acidity, heartburn, palpitation, gastric catarrh, etc. Sold at all Chemists, 1/5d., also in 3/6d. packets (incl. tax).



After F/L Russ Baer, Blair, Ont., and his crew set out on their 40th sortie, ground crew men got busy and arranged a celebration to be held when the Halifax bomber returned, for it was the last trip of a first tour for Baer and his men. A huge crane put Baer's light auto on the roof of a station building and the car was decorated with ribbons and bunting. A big, empty beer keg was placed on top of the car. Along the top edge of the building an invitation to Baer was printed in large letters: "You're welcome, it's on the house."

"Look what they've done to my car," Baer yelled to his crewmates as he came in over the field, and pulled his Halifax up out of a power-dive victory sweep over the heads of scores of station personnel who had gathered at the flying control tower to wave congratulations to the men of W—for Weary Willie, safely back from their final sortie. Canadians with Baer in his crew were F/L T. W. Wright, Vancouver, bomb aimer; and F/O Ken Reid, Kingston, Ont., navigator.

One of the leaders in the car hoisting was F/L W. J. "Butch" Williams, pilot, Portsmouth, Eng. When he was away on the last trip of his tour the boys took the wheels off his roadster, tipped it on its side and carried it into his bedroom. Then they reassembled it and he puzzled for an hour on how to get it out of the room. The car was 15 inches wider than the door. W/C D. S. Wilkerson, DSO, DFC, an Englishman who heads the station, has finished his second tour and is due to leave the squadron soon. He knows his boys are planning some high jinks to mark his departure, but he hasn't an inkling yet as to what it is.

Together on an Italy-based Spit outfit since mid-June, W/O A. H. McEwen, Smith Falls, Ont.; W/O J. A. Gordon, Wallaceburg, Ont., and F/S F. G. Wetherall, Calgary, are hammering at Hitler's back door. They are members of a famed RAF squadron doing dive-bombing, train-busting and ground strafing in support of Marshal Tito's Partisan forces in Yugoslavia. Gordon and McEwen have both contributed to the unit's impressive list of locomotives destroyed, and McEwen has a demolished bridge to his credit.

Wetherall has yet to paint a locomotive on his fuselage, but has kept his eye in by shooting up enemy transport on the roads. McEwen figures his best effort was against a German troop train, whose destruction he shared with a New Zealand pilot. "We came at it from the rear and got the engine," he related. "A cannon shell hit the boiler and it blew up. Then we circled around a hill and came back to shoot up the coaches." This squadron was one of the first units assigned to the harassing program in Yugoslavia.

One week after W/O Frank Johnson, Toronto, joined a RAF rocket-firing Typhoon squadron, he destroyed his first enemy transport and then thought he had bought it. The 22-year-old flier was with a Typhoon formation recently when a huge concentration of German transport was spotted. "When we went down there was no flak," he said. "I got a truck and pulled out of the dive. Then there was an explosion right in my cockpit, but when I looked around my instrument panels seemed okay so I went into my second attack. I pulled up to 4,000 after this and there was flak like snow. I started to weave, but flak got me and the aircraft turned on its back."

"There were flak holes in my wing-tips and perforation marks inside the wing. On the starboard wing, the rocket apparatus was just hanging and the rudder trim was shot away," he added. Despite the great damage to the aircraft, Johnson brought it back. Notifying control tower that a pancake landing was likely, he managed to get the wheels down and came in safely, if not smoothly. "You know, until to-day I used to think those stories about fellows saying their prayers in an aircraft were a lot of bunk," he concluded.

GATEWAY CITY PILOT GETS KITE HOME OK

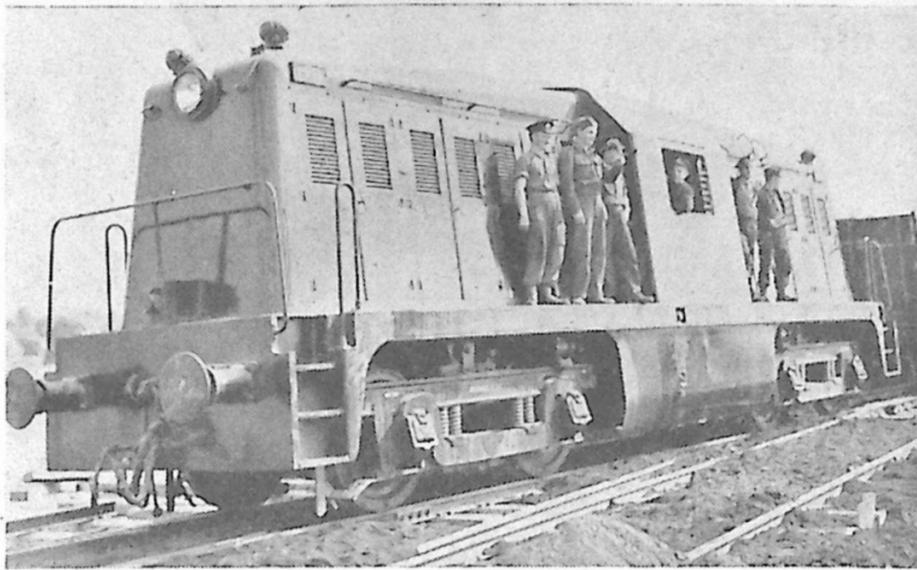
Though his Bison Squadron Halifax was badly shot up and he himself was wounded, P/O W. R. Stewart, North Bay, Ont., managed to pilot the limping bomber to safety. In hospital after landing, it was discovered that he had pieces of flak in his left leg, his arm and his shoulder. Despite this, the young Canadian left hospital after treatment. The crew was on the final trip of its first tour and had bombed Hamburg successfully when flak shot it up. Ten shells at least hit the aircraft.

MECHANIC STUDYING FOR TEACHING JOB

LAC Clarence Comfort, Grimsby Beach, Ont., one of four brothers serving overseas, is paving the way for his university entrance with study in off-duty hours. The 23-year-old engine mechanic has already passed his first two exams, geometry and English literature, with flying colors, and is now awaiting results from his zoology paper. Comfort, who has been with the RCAF Nighthawk squadron for two years, wants to be a teacher after he gets his degree.

**Before the war
Ten million
WESTON
BISCUITS
were eaten every day**

BUSMAN'S HOLIDAY



LAC Jim Stevenson, Fredericton, N.B., shown standing here among the English crew of the train, took a day off from his MT duties in France to go for a ride on the first Allied train to operate in France since the invasion.

(Official RCAF Photograph.)

Tin Fiddle Competes With Normandy Guns

France.—Cpl. F. G. Stewart, an engine-fitter from Hamilton, Ont., displayed his improvised bull fiddle. "I took an old tin," he explained, "and put a 2 B-A bolt through the bottom of it. I attached a piece of steel wire to the bolt at one end and to a stick at the other. By plucking the wire and moving the stick back and forth over the base of the tin I can get about eight bass notes."

Orchestra

In the evenings, on an RCAF maintenance section, Cpl. Stewart takes his bull fiddle into a neighboring tent. In comes LAC Tommy Tonkin, a rigger from Kirkland Lake, Ont., who plays the guitar. LAC Art Potts, a rigger from Glen Kerr, Sask., brings his violin.

They start working on a tune. Other erks come in, like LAC G. E. Paisley, of Ballantrae, Ont., of the gas and fire section, who is called "The Fiddling Fireman." Soon a jam session is going full blast. Music spreads from the tent over much of the camp area.

In this way, and in a variety of similarly homely ones, men and officers of the RCAF beguile the tedious hours when their duties are done for the day and little lies about them to provide diversion beyond a devastated town and a half-starved impoverished people.

The unit where the jam sessions are a nightly feature is commanded by S/L A. D. Hamilton, of Montreal.

New Show

On the famed RCAF Typhoon fighter-bomber wing, commanded by G/C Paul Y. Davoud, DSO, DFC, of Kingston, Ont., a wing accounts officer pitched in and developed a full-bloom concert party which seems to be going places.

F/L Jack Little, of Ottawa, got things going by organizing a strictly impromptu session called "In Camp To-night." The troupers were cooks, clerks, electricians, armorers, motor transport drivers and the like, aided by a pick-up dance band and a hill-billy outfit called "The Westernaires."

Cpl. W. J. Laking, of Winnipeg, provided a novelty act with impersonations. Cpl. J. W. D. "Lofty" Helm, of Kitchener, Ont., scored with "Ann Boleyn's Song." LAC L. J. P. Byrne, of Almonte, Ont., offered some crooning and LAC H. R. Campbell, of Thorold, Ont., proved to be a good tenor soloist.

The show was so good it was put on for the patients and staff of a RCAF mobile field hospital.

At the RCAF Spitfire wing in France, entertainment is on a well-organized basis under the direction of Floyd Harrington, of London, Ont., Canadian Legion supervisor. Four different films are put on each week, sports, sing-songs and a 1,000-book library all help to relieve the non-operational hours on a fighter station.

NEW FLIGHT LEADER IN BLUENOSE OUTFIT

S/L B. S. Imrie, Toronto, has taken command of a flight in the Bluenose squadron, it was announced at Group HQ. He has logged 25 sorties to enemy targets as captain of a Halifax bomber and instructed navigation in Canada.

He is the third member of his family to reach commissioned rank in the RCAF. A brother, F/O Jack Imrie, WOP, is a prisoner of war in Germany, while another brother, S/L Al Imrie, DFC, is serving with an RCAF squadron of Coastal Command in Iceland.

TRADE BOARD TOURS FRANCE

France.—To provide RCAF ground technicians of the TAF with a chance at trade improvement, a seven-man trade test board has arrived in France.

Under F/O K. G. Greenway, Lloydminster, Sask., the board is busy at work examining ground men of the RCAF Typhoon wing commanded by G/C Paul Y. Davoud, DSO, DFC, Kingston, Ont. In its first day's session the board tested 110 men of the 300 on the airfield. A high proportion passed the test.

Testing is done in the open air on a piece of grassy flatland beside the wing educational officer's trailer. Here a staff of six senior NCOs and warrant officers, each an acknowledged expert at his air force trade, is quizzing the ground crew orally.

Examiners under F/O Greenway are: W/O R. A. Plant, Ottawa, air-frames; W/O M. Labelle, Toronto, radio mechanic; W/O J. Managh, Winnipeg, armament; W/O D. L. Meades, Toronto, administration; F/S N. W. Lockie, Kitchener, Ont., aero-engines; F/S P. D. Mills, Winnipeg, wireless.

From this wing the board will go to other RCAF airfields in France, covering every formation, RAF or RCAF, in which Canadian ground crew are serving. F/O Greenway estimates that their tour of France should be over in October.

NEW SCHOOL IDEA FOR TAF UNITS IN FRANCE

A new and unofficial program of education is gaining popularity among airmen of RCAF units in Normandy, because an orderly room clerk wanted to know how a parachute worked.

That gave S/L William Skelding, Ottawa, CO of an RCAF R and S unit, an idea for a series of Know Your Unit demonstrations, which were shown in conjunction with the weekly film show.

The boys were as much interested in the new idea as in the movie, and the first demonstration, on parachutes and dinghies, was repeated at the Salvation Army tent of a nearby RCAF Typhoon airfield, at the request of Supervisor Allan Fitch, Vancouver. The crowd was enthusiastic, and Sgt. Hugh Mayne, Windsor, Ont., commented: "With a little more practice I could do a tour—besides, pulling ripcords is much more fun than packing parachutes." Sgt. Mayne was assisted by LAC William Sankey, Hemaruka, Alta., also a safety equipment worker.

This first demonstration, which ended with numerous questions and a dinghy and parachute "operating" on the stage, was followed the next week with a discussion on propellers, conducted by S/L Skelding and Cpl. Jack Brandrick, Manville, Alta.

HQ Tennis

Cpl. Jerry Whalen won the finals of the Headquarters tennis tournament 2-6, 6-2, 6-2. Sgt. Harrison started off strongly, winning the first set but Whalen played deep into Harrison's backhand and came to the net to make frequent kills and carry off the match.

On Friday W/C Walter Martin, former Davis Cup star and Canada's No. 1, teamed up with Sgt. Bruce Harrison to play exhibition doubles against S/L J. R. Jackson, former champion of Lethbridge, and Cpl. Jerry Whalen, Outremont Tennis Club, Montreal. The winco was in rare form, serving many aces and making many brilliant shots at the net. Martin and Harrison won the match 6-2, 6-3, 6-3.

Cpl. Elliott defeated Cpl. D'Estair in a three-set match. LAW Deed Baker was too strong for LAW Goldy Mann and beat her in straight sets. This week will bring the girls out to the semi-final match.

TWO SPITS GOING OUT TO PASTURE

France.—Two veteran Spitfires of the Red Indian squadron with approximately 300 flying hours behind them are to be retired.

One of these Spits, S for Sugar, is flown by F/L B. T. Gilmour, St. Thomas, Ont., and F/O John Hamm, Saskatoon. The other, X for X-ray, is piloted by F/L Roger C. Wilson, Toronto, a flight commander in the squadron.

The fitter and rigger of S are LAC C. B. Robb, Abbey Dawn and Kingston, Ont., and LAC Richard Brown, Brampton, Ont., respectively.

"We've never had any trouble with the old S since it came to the squadron in February, 1944," said Robb. "It has been on more than 170 operational sweeps and never had a scratch put on it."

Bouquets

F/L Gilmour and F/O Hamm both gave credit to their groundcrew for the long life of S.

X came to the squadron a day after S. "She's still a good kite and she's lost very little of her speed," said F/L Wilson. "The boys keep it in good shape."

Wilson's fitter is LAC H. E. Green, Toronto; the rigger is LAC Michael Semenovik, Edmonton.

"X has only had one bullet through the rudder since we got her," said Green. "That was easily repaired."

POTINS et NOUVELLES

Le sergent-mitrailleur Guy Langevin est de Montréal. Au moment de l'entrevue, Langevin n'était à l'École de X... que depuis quelques jours. Langevin aime bien son unité quoiqu'il trouve qu'on y marche beaucoup. Mais comme il dit: "Ca ne fait rien, c'est bon pour la santé."

Le sergent Donat Sauvé, un mécanicien de l'escadrille des Alouettes, est un flokloriste aussi bien qu'un conteur amusant. C'est l'autre soir, dans la "Nouvelle Auberge," que le mécanicien de Cornwall fit connaître ses talents. "Allons, Donat, lui demandaient ses camarades, chante une bonne vieille chanson de chez nous..." Et lui d'entonner une chanson à répondre dont les échos firent retentir les murs de cette petite salle remplie de fumées...

L'occasion était la fête organisée par l'officier-pilote Maurice Landry, de Montréal, et ses co-équipiers qui célébraient la fin de leur premier tour d'opérations. Tous les mécaniciens de l'avion "L comme dans Londres" avaient été invités, en plus de quelques "invités d'honneur" comme les sergents de section Roger Cantin et Aurèle Chénier. On avait acheté un baril de bière pour l'occasion; célébraient en même temps leurs commissions, les officiers-pilotes Albert Boyer et Louis-Philippe Roch.

Derrière le bar, le sergent de section Roger Vincent versait généreusement à boire; les verres étaient apportés aux convives par le sergent de section Joseph Pilon, le mitrailleur-arrière. Ce fut une soirée mémorable. Jamais l'on a vu le radio-télégraphiste de cet équipage, l'officier-pilote Roland Piquette, aussi gai. Lui aussi se révéla à ses camarades comme chanteur populaire. L'adjudant intérimaire de l'escadrille, le lieutenant d'aviation Aubrey C. Grey, un navigateur, montra aussi sa connaissance des chansons françaises en chantant "AUPRES DE MA BLONDE" et "EN PASSANT PAR LA LORRAINE."

Le caporal Adélaïde Poirier de Québec est arrivé récemment au quartier-général du groupe de bombardement canadien, où il est affecté, comme chauffeur, au département des relations extérieures. Il est en Angleterre depuis plus de deux ans, et connaît en détails toutes les petites routes de campagne dans la région.

Le sergent Pierre Lavoie, un pilote de Québec, est en pleine convalescence après l'accident qui l'a mis à l'hôpital pendant plus d'un mois. Il visitait l'autre jour son ancienne escadrille, vêtu de l'uniforme bleu pâle de l'hôpital, et rêve de reprendre son vol de guerre.

Le commandant d'escadre Jos Lecomte a été nommé commandant d'une autre escadrille du groupe de bombardement canadien. Il a été remplacé à l'escadrille des Alouettes par le commandant d'escadre Hugh-Charles Ledoux de Montréal.

GHOST'S NEW LEADER FILLS LANC COCKPIT

There's plenty of room in the cockpit of a Canadian-built Lancaster, and the six-foot-four winco of the Ghost squadron needs it all. He is W/C A. C. Hull, Ottawa, appointed to command the squadron succeeding W. A. G. MacLeish, DFC, Hamilton, Ont., now screened.

Son of Air Commodore Hull, recently retired after a long career with the RCAF, the new Ghost leader is a member of the permanent force.

New Zealanders SWEAR by KOLYNOS! of course

Canterbury lamb may be tender, but the men who hail from the ranches of the Dominion are tough—mighty tough! Small wonder that they have formed the spearhead of our attack in many theatres of war; for New Zealand is the home of men of courage and determination, splendid physique, fine features, and—good teeth, thanks to KOLYNOS, of course!

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST

CANADIANS IN HOLY SERVICE

RCAF fliers and ground crew recently marched to Liverpool Cathedral, largest in the Empire and sixth largest in the world, with British and Dominion airmen for a service conducted by Rev. C. H. R. Cocup, RN, chaplain of the port.

The parade was under command of G/C Denton Massey Toronto, CO of RCAF "R" Depot, Warrington, and included RAAF, RAAF and RNZAF personnel. The parade moved through Liverpool streets to music by the RCAF Overseas Band, directed by F/L Boudry, which also played for the service.

W/C Buck McNair, DSO, DFC and 2 Bars, North Battleford Sask., Canadian fighter ace, commanded the RCAF units attending. In the Canadian party were young veterans of the aerial war in all theaters officers and other ranks who had seen action over Berlin and the Ruhr, and men who had fought in Normandy, Middle East, Italy and the Far East.

Air Vice Marshal Sir Leonard Slatter, RAF, gave a message and took the salute for the march past following the service. The first scripture was read by G/C N. M. Heath, RAAF and the second by G/C Massey.

AIRMEN ATTEND FRENCH CLASSES

France.—The most topical and popular part of the educational progress on an RCAF airfield commanded by G/C W. R. MacBrien, Ottawa, is the inauguration of French classes, with an enrolment of over 100 men, ranging in rank from squadron leader to AC2.

The educational officer responsible for this project is F/O E. M. "Sandy" Sanderson, Wetaskiwin, Alta. He is assisted by Sgt. M. A. Saunders, Elgin, NB, F/O Sanderson was able to secure the services of a native Frenchman as teacher.

Ex-Professeur

"He was formerly a local school teacher, but is now working in a shop in a nearby town," said Sanderson. "When I asked him if he would help us, he said he would be delighted and refused any remuneration."

Classes, held every evening, have been divided into beginners and advanced. Many of the Canadian airmen had studied French at school, but wanted to join the beginners in order to brush up on what they had forgotten.

At the moment Sanderson is looking around for a German teacher. "There have been a few requests for instruction in German," he said, "and we never know how soon it may come in useful. I want to be prepared."

LIGHT IN WEIGHT BUT HEAVY IN EXPERIENCE

P/O Stan Simmons, Copper Cliff, Ont., Thunderbird squadron pilot is quite ready to agree that flak from the Jerry ground defences packs quite a wallop.

In his last two trips, one to France and the other to Belgium, his aircraft has been punctured and peppered with holes, and both times the Northern Ontario lad has come through.

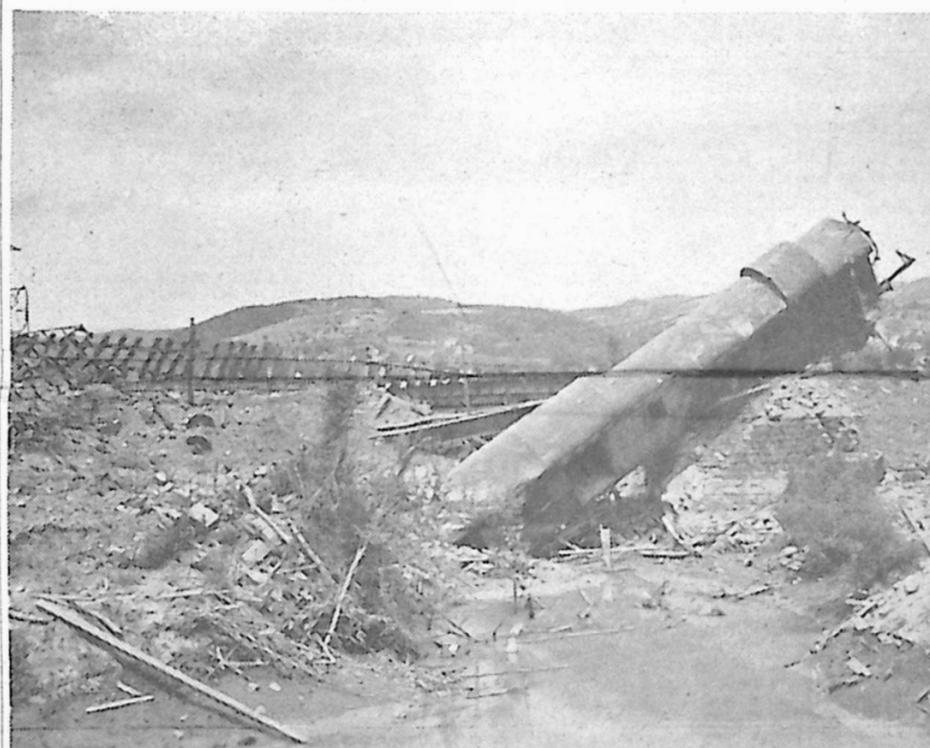
Easily the tackweight of the crew room—130 pounds soaking wet—and one of the youngest pilots—20 years of age last April—P/O Simmons is getting to be a veteran in experience with 22 trips on his log book.

EX-COMMUNICATIONS



Typical of the work being carried out by Allied bombing specialists in Italy are these photographs showing the effective damage caused by medium and fighter-bomber crews

(Official RCAF Photograph)



FRENCH YOUNGSTERS CRAFTY AT CADGING

French children in the liberated areas in Normandy have found a new dodge for collecting candy and chewing-gum from the Allied soldiers and airmen, according to F/L Walter Dinsdale, Brandon, Man., Cougar squadron nightfighter pilot who just returned from a visit to the beachhead.

"It worked well at first," he reported. "The kids would line the roadway and cry out: 'Voulez-vous boire—vin, vin!' asking us to have wine with them. But when we stopped to collect it was, 'Avez-vous bonbon, gomme?' or, in other words, 'Any gum, chum?' just like the English kids' traditional cry."

LOUVAIN BIG GRIEF OF SKIPPER'S TOUR

Fortune, persistence and brilliant manoeuvring and evasive action got F/L Jim O'Neill, DFC, Montreal, and his crew out of the biggest chunk of grief he experienced in a successful operational career.

The Thunderbird skipper, now screened, was attacking targets at Louvain, Belgium, when an Me410 connected with cannon fire in a tough attack. The hydraulics, starboard wing, bomb doors and fuselage were hit. In the running fight Morton Lowick, Fosterton, Sask., rear gunner, since missing, shot down the Jerry.

Two other attacks, both by FW190s, were beaten off with less trouble. After bombing the target, O'Neill managed to get his aircraft back to England where he made a crash landing. O'Neill's first tour was in the Middle East. During his opa he never had a turnback or a non-start.

LYNX SQUADRON

Two More Go Wrong

Another of our navigators, F/O Jones, Shrewsbury, Eng., is off on a honeymoon trip. He was married in Exeter on August 15 to Miss M. McDonald. Best man for the occasion was F/O Jimmy Lawless, Kingston, Ont. Also stepping down the middle aisle we have LAC Chalmers, Edmonton, who is tying the knot up Yorkshire way.

Wolf Boss

Back with us again, this time to stay, we have Sgt. Sidenberg, Winnipeg, as squadron disciplinarian. You have a handful of wolves to cope with here, Sarge, but beneath those rough exteriors beat hearts of gold—maybe.

Not long ago, down at the flights, I heard some fitter and armorer types chatting with a small boy—a London evacuee. When the lad lost his shyness, they popped the question: "Have you any sisters?" See what I mean—wolves. Incidentally the boy had a sister, but only 12 years old.

Speaking of evacuees. A bit of Canadian hospitality was handed out last week in the form of a party for 10 little evacuee children for whom an elderly lady living near here had been caring for over a year.

Some Feed

These children came to our attention through F/O Moir, our PRO. Under the auspices of our foster-parents, the City of Saskatoon, nine squadron men, all from Saskatchewan, treated the children to a chicken dinner, chocolate bars, Papsi's and a movie. It was a real treat for both kiddies and airmen.

Two station dances this past week leave little room for moans about entertainment. The airman's dance was a real success.

Having the station orchestra instead of the usual "canned" type music seemed to put new life in the party. Some of our new Lynx men wield a wicked hoof. Two nights later the sergeants' mess had their monthly do. Judging from the moans and holding of heads the next morning, their party, too, was definitely a success.

KITE CRASH LANDS, TREES STRIP WINGS

France.—F/O Ivan Smith, Calgary, who flies a Typhoon fighter-bomber with the RCAF, was lucky when he force-landed among the trees near St. Germain d'Ectot, although the impact stripped the wings from his kite.

As he climbed from the crumpled fuselage several members of the Royal Engineers arrived and informed him they were engaged in blowing up the enemy mines all around the area. He had landed in a clear spot.

"There were a lot of small fields, but I couldn't get in one, so I put her along this row of trees. She went in between two large ones and it tore the wings off her," he explained.



RADIO ROUND UP

Boss man of 10 RCAF radio mechs in India serving with a Lib squadron is F/O Bill Moodie, North Bay, Ont., and Vancouver. The radio bashers are busy folk, for the squadron, led by W/C Douglas Macpherson, RAF, and formerly of Moose Jaw and Saskatoon, where his father is mayor, is playing havoc with Jap barges and sampans feeding supplies to the Nips on the Burma front.

The radio mechs are playing a part in this phase of the Far Eastern struggle. From the east are Cpl. A. M. Jordan, Cobalt, Ont.; LAC E. D. Jameson, Fort Erie, Ont.; LAC L. W. Rasmussen, Toronto; LAC C. L. Sanders, Bloomfield, Ont.; LAC O. Stringer, Canoe Lake, Ont.; LAC J. J. Ward, Toronto; LAC W. J. Wickware, Ottawa, Ont.; and western representatives are LAC E. R. Cardinal, Vancouver, BC; LAC G. E. Hughes, Rossland, BC; and LAC S. G. Whyte, Vernon, BC.

When not on duty the boys rate softball and hunting among their favorite pastimes. Their station is much like a desert, but a small range of mountains a few miles away relieves the monotony of the landscape. In the evenings they take battery lamps along the mountain trails in search of wild turkey, chicken, spotted deer, bear, tigers and panthers—and reports indicate they don't always miss.

BURNING AIRCRAFT FIGHT GUN DUEL

Despite extensive damage to his machine and the loss of some of his bombs F/L W. L. Foote, Halifax, took his bomber to the target and returned safely to base. The damage to his plane came in a drawn-out engagement with a Hun fighter which was unique in that both machines were burning fiercely but continued to exchange fire.

Foote's ship was on its way to Stuttgart. The Hun came out of the dark and opened fire just mid-upper, about 2000 ft. The rear gunner was killed instantly, Smith was blown out of his seat and narrowly missed going through a hole torn in the bomber floor by the fighter's bullets.

Badly damaged, the bomb doors flopped open, and bombs started to fall out. The lights went out and as Smith got back into his seat a fire started in the center of the fuselage.

He got back into his place as the fighter made a second attack. The hydraulic system for his guns was out, but he worked them by hand with good effect and put the fighter on fire. The wireless operator used an extinguisher on the fire in the bomber, but when the machine lurched he slipped on the oily floor and the extinguisher went out through the hole.

The fighter made three more attacks doing further damage, but as it turned away for the last time Smith and the bomber-aimer gave it a long burst and it spun downward burning fiercely.

CIVVY PILOT NOW LEASIDE FITTER

Among Leaside squadron ground crews, few know that Cpl. Irene Faucher, quiet, middle-aged fitter, has logged 700 hours as a civilian pilot.

He and a friend, Joseph Fecteau, formed a one-kite aviation company in Ste. Marie de Beauce, Que., in peacetime. They were the mechanics, as well as the pilots, for their two-passenger Travel-Air biplane.

It's a far cry from that single-engine solitary with its top speed of 100 mph, to the Leaside Squadron's legion of four-engined Halifaxes which Faucher helps to service. Over age for air crew, he has contented himself with the work of a highly skilled ground technician. Faucher used to be with the Alouettes, but was moved when the Alouettes went to North Africa.

His one-time associate, Fecteau, is one of the famed "Flying Fecteau" brothers. Lost on the Labrador coast in the fall of '39, he survived three months in the wilderness.

Among other Ste. Marie de Beauce pilots are the Brochu and the Vachon brothers. Gilbert Brochu, Spitfire pilot, was shot down over the Channel on D Day and was rescued after two days in a dinghy; Leopold has completed over 30 missions to France and Germany with the Alouettes. Romeo Vachon received a trophy in '39 for meritorious service in civil aviation and now superintends Quebec and now superintends Quebec are all pilots. Rosario serving now as an RCAF mechanic.

BEAUFIGHTER BAGS PROWLING JUNKERS

Italy.—A prowling Ju87, seeking to bomb and strafe forward troops at night, was knocked down in flames by a Beaufighter piloted by P/O Robert Leslie Crooke, Mannville, Alta.

The Jerry had been strafing a road in the Leghorn area when Crooks and his observer spotted strikes on the roadway. Said Crooks: "He climbed to a high altitude in a frantic effort to escape us. After a nice chase he did his utmost to peel away, when we got him in our sights at 100 yards astern. We gave him a short burst and saw the aircraft explode in mid-air."

The Beaufighter crew, in following the victim down, was forced to fly through a sheet of flame.

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AND GIRLS

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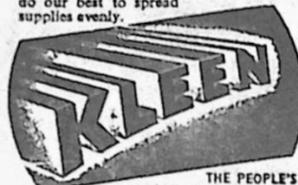
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NAZI ESCORT HIT BY SHIP-BUSTERS

Through a haze and thick sea-fog several members of the RCAF flew with a large force of Coastal Command Beaufighters which struck at a convoy off Borkum, Air Ministry announced this week.

One of Hitler's latest escort vessels, an Arvevelde specially built to combat the toll taken by ship-buster aircraft of Coastal Command, was left well ablaze and with heavy explosions taking place below decks after being hit by three salvos of rockets.

A large minesweeper was also hit both below and on the waterline. It was left smoking fiercely. Another unidentified vessel was hit by cannon and R.P.

"It was saturation carried to the extreme," said S/L Jack Reynolds, DFC, Winnipeg. "Flares were started everywhere on the Arvevelde and there were some heavy explosions below deck. As we set course for home there was a dull red glow aft of the bridge and he certainly appeared to have had it."

FIGHTER AIRMAN AIDS OLD FRIEND

France.—A deft bit of flying on the part of F/L E. S. Smith, Toronto, saved the life of another Spitfire pilot struggling in his Mae West in the English Channel off Cabourg recently. Later, Smith found out the man he had saved was F/O Jack Lumden, Hamilton, Ont., whom he had known for 20 years and with whom he took the latter part of his training in England.

Members of the Red Indian squadron reported a man in the water when they returned from an operation. They were unable to get their dinghies disengaged to toss to him, so F/L Smith and F/O Taylor, Brantford, Ont., were scrambled carrying dinghies on their laps.

Flying at 500 feet they found the pilot still afloat. Smith partially inflated the dinghy and, allowing for wind drift, dropped it. His aim was good and it landed in the water a few yards from Lumden. Other Spitfires came out and circled him until an ASR launch arrived.

CANADIANS SAIL TO STAFF INDIA POSTS

India.—Canadians continue to arrive steadily in the Far East to bolster the Dominion's role in carrying the war to the Japanese. A convoy which has recently completed an uneventful journey through the Med. carried five RCAF fliers to strengthen Catalina and Liberator crews and seven clerks assigned to the Canadian forces' post office in Bombay.

Awaiting postings to Lib. units in India are P/O Benny Marder, Winnipeg; Sgt. "Stew" Steiner, Regina; W/O Carl F. Hilton, Ottawa, and Sgt. Keith Dewar, Kemptville, Ont. F/O Bill Howard Westmount, Que., is seeking a Catalina posting.

Augmenting the overworked postal section are AC Gord Donaldson, Chilliwack, BC; AC Ken Plowman, Hamilton, Ont.; Cpl. Murray Britt, Hamilton, Ont.; Cpl. Harry McKnight, Toronto; LAC Horace Jones, Lindsay, Ont.; LAC Jimmy O'Shaughnessy, Toronto, and Cpl. Bill Sherriff, Fairville, NB.

At the end of the day, both the King and Queen shook hands with him. He has been an MT driver with the RCAF since 1939.

FLIGHT DRIVES ROYAL FAMILY DURING TRIP

"They just seemed like a normal, pleasant family, except that they were the King, Queen and Princess," said F/S Russell Fogg, BEM, Winnipeg, after spending a day driving the Royal Family during their visit to RCAF Bomber Group.

There was a glass partition between him and the Royal Family in the limousine and he couldn't hear what they were saying, but the Queen and Princess carried on an animated conversation, marked by frequent laughter.



"... and Me a Fighter Pilot!"

THREE CLOSE CALLS FOR MORDEN FLIER

A goodly share of close calls has been a part of air force life for F/O Jack Hall, Morden, Man., bomb almer with the Bison outfit. When he completed his first tour recently he had bailed out, ditched in the North Sea, and had been shot up by a flak ship on his final trip, on which three crew mates were wounded.

The excitement started when he was training at an elementary school back home. On a training flight he was at the controls of a Tiger Moth when it went into collision with another Tiger at 700 feet.

Hit Tree

"I really don't know how I got out of that one," he says. "I rolled out of the trainer and the next thing I knew I was hanging in some trees about six feet off the ground. It seemed my para. trees."

While flying as spare in a Halifax during an attack on Nuremberg the kite was shot up by two Ju88s, and the bomber eventually had to be put down on the sea. The pilot was drowned

FLAK SHELL TEARS THROUGH MITCHELL

When RAF Mitchell medium bombers of the AEAF attacked an enemy ammunition dump at Livarot behind the German lines in France recently, an ack ack shell went right through the machine piloted by P/O E. H. McGowan, Ardley, Alta.

"We were hit after leaving the target, when flak became heavy," said the gunner who flew with him. "The shell tore a hole 12 inches in diameter on one side of the fuselage and went out on the other side making another hole 18 inches across. But the only damage it did was to carry away some cable and we were able to fly home and land without difficulty. No one in the machine was hurt."

when the aircraft hit the water but all others survived.

F/O H. W. E. Hanson, Vancouver, wrote on May 10 from Couloir-Luft III as follows: "Thank you indeed for your letter of January 7, which reached here on April 26. It was good of you to look after the many requests of my first letter. We are not too badly off here, although not, I imagine, as comfortable as those in similar resorts at home. However, I'm optimistic enough to believe that we will not have to put in another winter here. I would appreciate hearing from you from time to time."

From Stalag Luft III, on March 26, W/O H. E. Vey, Atlin, wrote as follows: "Thank you for your letter and also for the frequent 'News Letters.' They are very welcome. News of home is precious. I am interested in this land project of ours."

"If you could send me some particulars about it I'd appreciate it. Also in the way of

BRITISH COLUMBIA POW'S SAY THANKS FOR GIFTS AND MAIL

Many Fliers Hope for Early Victory in New Letters to London BC Offices

Letters from British Columbia men who are prisoners of war continue to reach the PoW department at British Columbia House and indicate how much the department's services are appreciated.

Mail Arrives

F/O C. R. Thorpe, Trail, wrote from Stalag Luft III on April 29: "Was pleased to receive your letter of January 13, 1944. Wish to thank you for your letters, two received last summer in Italy, they were very interesting. Unfortunately none of your cigarette parcels have arrived. My mail and parcels from home are now coming through quite regularly, so there is really nothing that I mind. Would appreciate more of your news letters. All my best. C. R. Thorpe."

Sgt. Earl J. Scott, Kimberley, wrote on April 14 from the same camp: "To-day Cecil Langton received a letter from you and you said you wished to hear from me. I never arrived in Germany until December of last year, but I wrote you as soon as possible from the other camp letting you know of my new address."

Together

"I've received no word from my parents since last September and no parcels from anyone except a few cigarettes from you. It is possible that they have never caught up to me because I've been moved so often. I understand that very little mail got home from Italy after last May. I met Lloyd McLellan at the last camp. He is from my home town and I got quite a bit of home news. W/O Henigman wrote a cheerful letter from Stalag Luft VI on April 17. He said: "Received 'News Letter' of 16/12/43, many thanks. These letters are certainly welcome to us BC boys, and there are many of us now. Mother said that she had heard from you, and indeed I am grateful for this, too. We are all fine here and sports are starting again as the spring improves."

"So far, we are eating regularly and hope that the present situation continues. I am sure

sending things, we would always appreciate gramophone records (classical or jazz) and needles if it can be managed."

F/O Ralph Booth, Quesnel, wrote from Stalag Luft III on April 28: "Just a note from a British Columbian asking a few questions. I am a farmer and have a farm of my own at Quesnel. I would very much like to know what (if any) post-war plans are being made for people in my position. If possible, I would like to have you send me a book on general agriculture, also one on stock breeding."

FLAK LEAVES THAT SPANKING FEELING

France—"Feels just like I'd made a trip to the woodshed," grinned F/O D. J. "Dutch" Washburn, Fernie, BC, who returned to his advanced RCAF Typhoon fighter-bomber airfield after being paddled by German ack-ack fire, while he dove-bombed a concentration of enemy troops and motor vehicles in a wood east of Thury-Harcourt recently.

As Washburn, flying with the Wildcat squadron, was preparing to dive on the target, a burst of ack-ack fire followed him down, flipping his tail assembly each time.

EX-JEWELLER KEEPS MOSQUITOS IN TRIM

In a little workshop planted among the maze of Nissen huts that comprise the maintenance section of the Nighthawk squadron, a former diamond setter and jewellery designer applies his skill to the instruments and gauges of Mosquito nightfighters.

He is Cpl. J. A. Christensen, of St. Lambert, Que., who has been instrument repairer on the squadron for more than a year. It is his job to keep the delicate essential instruments on the Mosquito's dashboards in perfect condition.

DISCIP'S HUMAN ACT SECRET OF SUCCESS

"Treat the men right and they'll act right," is the opinion of Sgt. Art Reid, Portage la Prairie, former Mounty and now a discip with RCAF in Britain, and currently holding down a job as acting S/W/O.

In 13 years with the RCMP Reid earned a reputation as a modern Sherlock Holmes. In four years with the RCAF as a disciplinarian his patience and tact have won him the respect of airmen he has come in contact with. "You have to be a sort of a father to the boys," he says.

ENTERTAINMENT GUIDE

THEATRES

ALDWYCH. Tem. 6404. Evenings 6.45. Mats. Wed. & Sat. 2.30. FIRTH SHEPARD presents TO-MORROW THE WORLD Robert Harris, Elizabeth Allan, Jean Cadell

SAVOY. Tem. 6888. Evgs. 6.30. Mats. Wed. and Sat. 2.30. FIRTH SHEPARD presents THE LAST OF MRS. CHEYNEY JACK BUCHANAN, CORAL BROWNE

STRAND. Tem. 2650. 2nd YEAR. Evgs. 6.30. Thurs. and Sat., 2.30. FIRTH SHEPARD presents ARSENIC AND OLD LACE Lillian Brathwaite, Mary Jerold, Naunton Wayne, Edmund Willard.

WHITEHALL, Trafalgar Sq. WHI. 6692 CONT. DAILY 2 to 9 p.m. **PHYLLIS DIXEY** ENGLAND'S POPULAR PIN-UP GIRL IN **"PEEK-A-BOO"** Stars! Mannequins! Models!

WINDMILL, Picc. Circus. 13th Year. REVUEVILLE, 176th Edition. (5th week) Cont. daily 12.15-9.30. Last perf. 7.50. A VIVIAN VAN DAMM PRODUCTION. "WE NEVER CLOSED."

CINEMAS

DOMINION (G-B), Tottenham Court Rd. RITA HAYWORTH, GENE KELLY COVER GIRL (U) Lady in the Death House (A), &c. Weekdays: continuous 12 to 9.40. Sundays: continuous 3.30 to 9.

EMPIRE, Leicester Square. Ger. 1234. Starting Friday **SPENCER TRACY** in **THE SEVENTH CROSS (A)**

GAUMONT, Haymarket. Whi. 6555. CARY GRANT and JANET BLAIR ONCE UPON A TIME (U) Two Men Submarine (A), &c. Weekdays: continuous 11.5 to 10. Sundays: continuous from 3.30.

LEICESTER SQ. TH. Whi. 5252. DEANNA DURBIN & GENE KELLY in **CHRISTMAS HOLIDAY (A)** Performances: 12.15, 2.30, 4.50, 7.10.

LONDON PAVILION. Ger. 2982. TOMMY TRINDER in **CHAMPAGNE CHARLIE (U)** Cont. daily 10 a.m. to 9.40.

MARBLE ARCH PAVILION. May. 5112. CARY GRANT and JANET BLAIR ONCE UPON A TIME (U) Two Men Submarine (A), &c. Weekdays: continuous 11 to 10. Sundays: continuous 3.30 to 9.

NEW GALLERY, Regent St. Reg. 6800. OLIVIA DE HAVILLAND with Sunny Tufts **GOVERNMENT GIRL (U)** Weekdays: continuous 11.5 to 9.50. Sundays: continuous from 3.30.

NEW VICTORIA (G-B), Opp. Vic. Stn. RITA HAYWORTH, GENE KELLY COVER GIRL (U) (In Technicolor) Lady in the Death House (A), &c. Weekdays: continuous 11.45 to 9.40. Sundays: continuous 3.30 to 9.

ODEON, Leicester Square. Whi. 6111. WALTER BRENNAN, CHARLOTTE GREENWOOD in **HOME IN INDIANA (U)** (In Technicolor) Showing at 10.40, 12.55, 3.10, 5.25, 7.40.

PARAMOUNT, Eas. 4175, Tottenham Ct. Rd. MICHAEL WILDING, PENELOPE WARD **ENGLISH WITHOUT TEARS (A)** JAMES MASON, PHYLLIS CALVERT **THE MAN IN GREY (A)**

REGAL, Marble Arch. Padd. 6011. **CHAMPAGNE CHARLIE (U)** TOMMY TRINDER Daily at 12.25, 2.50, 5.25, 8.0. Sundays 4.05, 6.50.

TATLER TH. (G-B), Charing Cross Rd. ANGLo-Soviet Season **HEROES ARE MADE (A)** Based on the autobiographical novel by Nikolai Ostrovsky. Revival of **MUSICAL STORY (U)**

TIVOLI, Strand. Temple Bar 5625. JANE WITHERS **MY BEST GAL (U)** ROY ROGERS **COWBOY AND THE SENORITA (U)** Weekdays: continuous 11.25 to 9.50. Sundays: continuous from 3.30.

WARNER, Leicester Square. Ger. 3423. FREDRIC MARCH, ALEXIS SMITH **THE ADVENTURES OF MARK TWAIN (U)** Donald Crisp, Alan Hale, C. Aubrey Smith. For times of showing see Daily Press.

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