

RCAF JOINS BOULOGNE BATTLE

RECORD AWARDS TOTAL FOR CANADIAN AIRMEN

Typhoon Squadron Leaders Honored in List Of Decorations Announced by "Gazette" This Week

132 AIRMEN EARN VARIED GONGS

Fitting tribute to the work of Canadian Typhoon fighter-bomber leaders was paid this week in the announcement of awards to members of the RCAF and Canadians in the RAF. But the impressive list of 132 decorations, a new week's record, was hardly confined to any command, for Coastal Fighter and Bomber personnel came in for their share of the award grab-bag.

Four Groups

The swollen list of gongs were broken down into 21 immediate DFCs, four immediate DFMs, five non-immediate bars to the DFC and 102 non-immediate DFCs.

Commanding officers of all three RCAF fighter-bomber squadrons were awarded non-immediate DFCs in the list. One went to S/L Frank Grant, Montreal, tour-expired and now headed for leave in Canada; another to S/L Hughes Hoyles Norworthy, Westmount, Que., Nomad squadron CO; the other to S/L William Harry Pentland, Calgary, leader of the City of Ottawa unit.

The *London Gazette* reported: Of Grant—"In June, 1944, he successfully attacked a bridge spanning the river Dives. Some days later, he led the squadron in an attack against an enemy HQ in the Caen area, the building being completely demolished."

Of Norworthy—"He has participated in many sorties during which 16 small vessels have been destroyed. On one occasion, whilst flying over a town on the south coast, his aircraft caught fire. Displaying great skill, S/L Norworthy effected a successful crash-landing in the only available open space in the area."

Of Pentland—"In air operations over the Normandy area he has led the squadron on many sorties during which bridges, enemy strong points, troop concentrations and mechanical transport have been determinedly attacked."

Following are the names included in the lengthy list:—

Immediate DFC

F/L Joseph Alcide Yvon Cote, F/L Joseph Palmer Lionel Dupuis, P/O Frederick Roy Edmondson, P/O John Leslie James, P/O Jack Eldin Mitchell, W/O William David McAdam, S/L F. G. Grant, S/L H. Norworthy, S/L W. H. Pentland, F/L Raymond Stanley Nash, F/L James Kent Blair Purves, F/L Henry Paul Michael Zary, New York, F/L Horne Paul Lagace, F/O William Gerald Phelan, F/O Fred Leon Rowe, P/O Glen Alvin Bassett, P/O Willmot Bernard Dalgleish, P/O William Henry Golding, P/O Robert Borden McCullough, P/O Gordon Ridge Vincent, W/O Colin McLeod.

Immediate DFM

F/S Hubert Phillip Galarneau, Sgt. Norman Elwood Ranson, F/S John Mike Gaston, Sgt. Berthan Carl Swanson.

Non-immediate Bar to DFC

S/L Belford Harold Kenney, DFC, AFC; S/L James Frederick Mitchell, DFC; F/L George Bertram Tait, DFC; F/L Anton John George Van Russell, DFC, Timmins, Ont.; S/L Kenneth Aubyn Hassell Lawrence, DFC, RAF, Ottawa.

Non-immediate DFC

S/L John Comar, RAF, Winnipeg, S/L Richard Campbell Lindsell, W/C Henry Robinson Dow, W/C Francis Hubert Watkins, S/L Howard Allan Morrison, S/L Gerald Bernard Philbin, F/L Alan Albert Champion Harris, F/L Vivian Evelyn Camacho, F/L Edward George Chiff, F/L Cyril Davidson Steve, F/L Cecil Albert Burns, F/L Lloyd Boe, F/L John Alexander Cruickshank, F/L Pierre Victor Marie Escaravage, F/L Alexander George Gardner-Medwin, F/L Raymond

(Continued on page 6, col. 1)

WILDCATS HIT AMMO TRAIN

Eight Typhoons Destroy 20 Nazi Freight Cars

Belgium.—Canada's Wildcat squadron, led by S/L Jack Beirnes, Tosfield, Man., recently wiped out a stationary ammunition train near Tilburg, Holland, in what Beirnes described as the unit's "best do in quite a while."

So destructive was the Wildcat's cannon attack that when another squadron of the wing arrived on the scene shortly afterwards they found no sign of the train. It had been erased completely.

Eight Typhoons, with Beirnes leading, caught the train standing in the station at Oistewijk. There were about 20 freight cars but no locomotive, and as the Typhoons came down in a flat dive the pilots spotted two trucks apparently unloading ammunition.

"We burned both ends of the train, the back first, then the front, and finally the centre." A little light flak was coming up from four gun-posts nearby as the Tiffies peeled off.

Silences Guns

While the rest of the squadron stayed with the flaming train, beating it up systematically as one car after another blew up, Beirnes headed for the gun-posts, a quarter of a mile to the north. After his attack there was no further annoyance from flak.

Then, having destroyed the train, the Typhoons moved over to another train near Boxtel and knocked out the engine. They broke off this attack as the squadron could not afford to use any more ammunition, in the event of being bombed by German fighters on the return journey.

HUN SHOWS LIGHT IN FATAL TAKEOFF

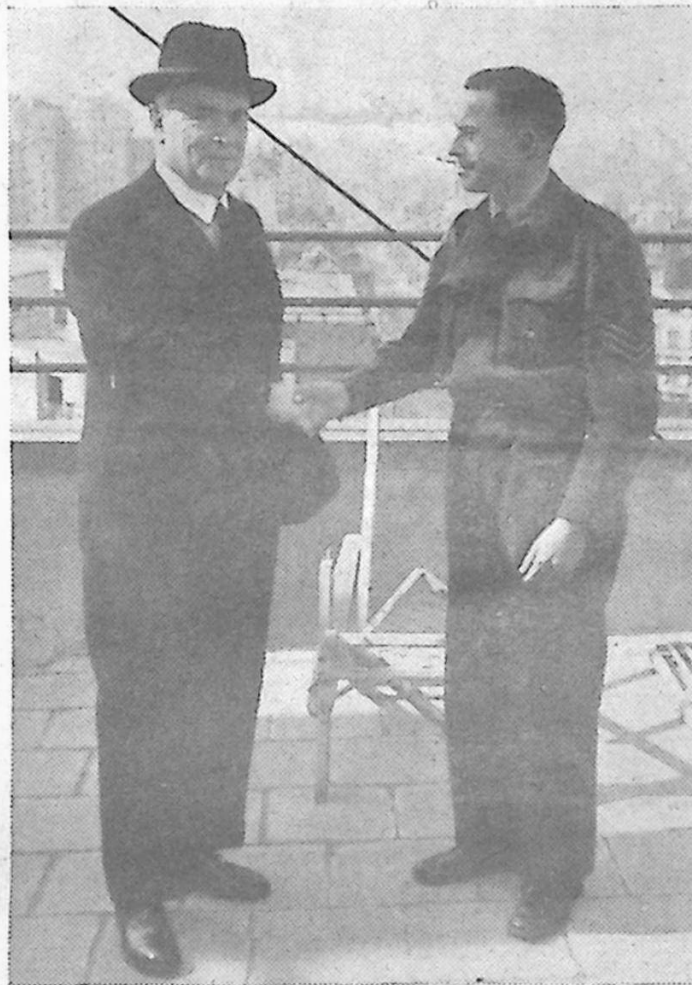
S/L Russell Bannock, DFC, Toronto, flight commander with the high-scoring City of Edmonton Mosquito squadron, has added another Hun to his destroyed list, raising his bag to five destroyed and one damaged.

Returning from an intruder trip into German territory, Bannock spotted an enemy airfield with lights showing. He went down to investigate, saw a Jerry taking off with navigation lights on, and attacked. The Nazi's starboard engine exploded and he went into the deck.

TYPHOON LEADER

Another Montrealer succeeds S/L Hugh Norworthy, DFC, Westmount, as CO of the Nomad Typhoon fighter-bomber squadron. The new boss is F/L Kenneth Fiset, Outremont, former flight commander with the unit.

THANKS



In Brussels M. Hubert Pierlot, Belgian Prime Minister, greets RCAF Sgt. Don Pollock, Lindsay, Ont. Just previously the Prime Minister sent a message for the Canadian people to Prime Minister Mackenzie King. In it he said, "Thus is renewed the debt of gratitude contracted by the Belgians to Canada during the First Great War. Belgium will never forget your efforts and your sacrifices." (Official RCAF Photograph.)

Smooth Sailing for Mightiest Air Fleet

Large Percentage of RCAF Crews Share Task Of Dropping Airborne Armada Behind German Lines in Holland

RCAF crews shared the task of ferrying the immense fleet of glider-borne and parachute troops which dropped in Holland on Sunday behind the stubborn German defence lines. The same crews returned to England to pick up other Horsa and Waco gliders and fly back to Holland on Monday with reinforcements for the greatest airborne army in history.

Many Canadians

BEAUS BLAST NAZI CONVOY

RCAF Beaufighters of Coastal Command blasted a Nazi convoy in the Skagerrak, exploding one vessel with rocket and cannon strikes, and leaving the two others ablaze and smoking in a recent attack.

The convoy of two merchant vessels and three small escort craft was encountered a few miles from Christiansand, on the coast of Southern Norway, evidently making for harbor.

"We hit one of the big vessels, a merchant ship of about 4,000 tons," said F/O Herb Hallett, Hamilton, captain of one of the kites. "They must have struck a vital spot for a big explosion and a sheet of flame resulted. I really liked that."

F/O H. Wainman, Orillia, another Beaufighter pilot related, "I hit one of the ships amidships. We could see the smoke from 20 miles away on our way home."

RCAF kites made up one-third of a wing on the strike. The wing was commanded by S/L Bob Schoales, DFC, Fort William. Schoales returned to England on one engine, landing at a field some distance from his own base.

While Canadian Spitfire pilots patrolled the skies with other Allied fighters to silence Nazi opposition, other RCAF fliers flew in the Stirling and Dakota tow ships ferrying the tremendous weight of soldiers and supplies.

"I never saw an enemy fighter at all," said P/O Johnny Tuytens, Agassia, B.C., pilot. "But they wouldn't have lasted long anyway. There were literally hundreds of ours around."

F/O W. H. Morphet, Vancouver navigator, spotted an occasional smoke puff but reported flak positions seemed to have been effectively knocked out by bombing Saturday and Sunday.

Some gliders were forced to cut loose and ditch in the North Sea, but those who did put down in the water were quickly picked up by launches of the ASR services, whose power boats ranged far out near the Dutch coast in case of such emergencies.

Light Defences

"We thought when we started that there would be plenty of flak over Holland," said F/O Bob Schierer, pilot from Ponoka, Alta. "But it turned out there was just about none and when any started, the Typhoons and other fighters went down and put a quick stop to it."

The Horsa gliders, used in extremely large numbers, carried (Continued on page 6, col. 6)

GROUND FORCES DIRECT AERIAL BOMBARDMENTS

Bomber Group Kites Leave Kiel, Cannabrock, Dortmund and Eickel Smouldering After Earlier Attacks

KIEL FIRST NIGHT RAID OF MONTH

Following their successes against Le Havre a week previously, RCAF Bomber Group aircraft joined the battle for Boulogne on Sunday. The RCAF heavies made two attacks against the Channel port.

All aircraft returned from the dual onslaught, carried out in close co-operation with the ground forces. The same technique was used as in the Le Havre battle, which ended with the capture of over 11,000 of the enemy at a cost of only 400 casualties.

FOUR RETURN VIA ALBANIA

Haybag Crew Totes Arms For Yugoslav Partisans

Italy.—P/O Byard Boyes, Fenwick, Ont., who took off in his Halifax to drop arms to partisan forces in Yugoslavia, returned to base a month later by destroyer, after walking across half of Albania and participating in a commando raid. A burst of flak destroyed the tail assembly and he and the crew had to jump.

After baling out, Boyes hid from the searching Hun until morning, when he found three others of the crew. They approached a settlement, found the people friendly, and were given guides to take them to the coast.

"We walked twelve hours a day," he said, "and in those mountains it was cruel going."

Arriving at the Adriatic coast, the foursome found a commando raid in progress. They joined forces with a detachment which was directing the fire of naval guns from a post on a hill-top. When the commandos withdrew they returned to Italy by destroyer.

Bomber Group made its first night attack of the month early Saturday, when Kiel received a pasting. The bombers pressed home their attack through fighter and flak defences. More than 200 Lancs and Hallics were in the attack.

At dusk the previous Wednesday a force of RCAF heavies pounded Cannabrock. The attack apparently caught the enemy by surprise. All aircraft returned.

Group made another double attack the day before, nailing a synthetic oil plant at Eickel with a large force of Hallics and five hours later plastering Dortmund with a Lancs and Hallic force of similar size. An escort of fighters accompanied the bombers to both targets.

September 17

Army officials marked out on the map the exact positions which they wanted bombed at Boulogne. Each wave of aircraft had closely defined areas in the port on which to drop their loads. The entire attack had to be carried out with the greatest precision as our own troops were not far from the bombing line.

Reports of returning crews point to the success of the operations. "We noticed plenty of explosions and fires through the heavy smoke," said F/L Stan Boyle, Toronto, skipper of a Bluenose Halifax which flew in the second operation shortly after noon. "We were so low that the explosion of our bombs bumped the kite around."

Said F/O Jack Ryan, DFC, Toronto: "One of our bombs (Continued on page 6, col. 3)

Tiffies Harass German Troops Fleeing Islands

Belgium.—German troops attempting to evacuate the Dutch islands by barge and rail transport suffered heavily under joint blows of an RCAF dive-bombing Typhoon wing and an RAF rocket-firing Typhoon wing based on the same airfield.

More than 25 trains, 50 barges and three ocean-going ships were destroyed or damaged by rocket and cannon fire in the isthmus which separates Beveland Peninsula from the Dutch mainland.

Ship Explodes

One of these ships, attacked by the Wildcat (City of Montreal) squadron, led by S/L Jack Beirnes, Tosfield, Alta., exploded and sank when the first bombs landed, and the quays were left burning in Beveland harbor.

"We were firing our cannon as we dived, and the next thing I knew there was a terrific red flash, so I bombed the docks," said F/O Roy Ereen, Comber, Ont.

W/C David North-Lewis, DFC and Bar, Burford, Oxon, who led a rocket-firing squadron against four barges in the same area reported enemy troops fell overboard when the cannons raked the decks.

"Some of them seemed to be swimming, but many weren't," he commented. F/L W. Brooke-Shorte, United British Oil Fields, Trinidad, led "Jane's" rocket-firing squadron against barges at dusk in

Neuzen harbor for the day's highest scoring attack following an Army support attack on artillery north of Ghent. After firing rockets at the gun positions the squadron observed 20 barges, and attacked with cannon; half of the barges were badly damaged.

The sister RCAF wing attacked the gun positions north of Ghent with bombs at the same time. Pilots reported the rockets and bombs were well grouped and effective.

A ten-car railway train was destroyed and storage dumps set afire north-east of Venlo, inside the German border, by the RAF Typhoon squadron led by S/L Barry Vincent, Eastbourne, Sussex. "The storage tanks were on each side of the track, and the whole thing made a good target," S/L Vincent explained.

F/L Kenneth Fiset, Outremont, Que., who led the RCAF Nomad squadron against the railway system serving Beveland Peninsula, near Rosendaal, reported two long trains moving eastward toward the German border across the neck of the peninsula bearing hastily-daubed red crosses on each goods truck.

WINDSOR MEN IN TOP FORM

Pound Rail, Bridge, Gun Positions Ahead Of Troops

Italy.—Keeping pace with other high-gear squadrons of the Desert Air Force in the terrific air offensive being thrown at Jerry in and around his Gothic Line, City of Windsor Squadron fighter bombers have been out constantly, after a lull due to bad weather, playing particular hell with a variety of enemy targets.

The squadron has paid special attention to machine-gun nests, ack-ack emplacements, field gun positions, and other strong points that hindered for a short while the Allied advance in this sector. Road and rail bridges in the Rimini area have also been pounded.

Hit on Bridge

The week's score sheet shows a railway bridge suffered a direct hit, a road bridge cratered at each end by direct hits, another put out of commission by a direct hit on the road ten yards from one end, and still another hit under the centre. The Canadian pilots have also piled up a sizable score of destroyed motor transport, hammered mortar positions and battered shore batteries on the Adriatic coast.

How well they have done the job can be seen from the result of an operation against four 88mm. guns that were causing our ground troops a heap of trouble. Eight City of Windsor Spitfires, led by the CO, S/L O. C. Kallio, DFC, Ironwood, Mich., attacked with 500-pounders, and scored a direct hit on a house around which the trouble-makers were sighted.

Other pilots on this mission included W/O D. H. A. McKay, Beverly, Sask.; F/O A. H. McNally, Niagara Falls, Ont.; F/O K. R. Curtis, Toronto; W/O J. P. Hart, Point Anne, Ont.; W/O L. J. Baxter, Montreal; W/O H. G. Murray, Brooklyn, N.Y.; W/O R. P. Campbell, Winnipeg.

Cut Rail Line

Led by F/L R. E. Evans, Kirkland Lake, Ont., another formation of six aircraft bombed and cut the railway line running between Bologna and San Pietro, northeast of Bologna. Diving from 9,500 to 2,500 feet, a direct hit was registered on the railway tracks a quarter of a mile south of San Pietro. Full results of the bombing were obscured by a cloud of dust which hung over the tracks. No ack-ack fire was encountered.

Other pilots on this mission were F/O J. R. Le Jeune, Bathurst, N.B.; F/O C. J. Malone, London, Ont.; F/O R. E. Kent, Vancouver, F/O A. H. McNally, Niagara Falls, Ont.; W/O D. H. A. McKay, Beverly, Sask.

ACE'S BROTHER ENDS TOUR WITH HEAVIES

F/S David Godefroy, Toronto, younger brother of the Battle of Britain ace, W/C Hugh Godefroy, DSO, DFC and Bar, has completed a tour as a rear gunner with the Goose Squadron.

Unlike his older brother, F/S Godefroy didn't shoot down any enemy kites. "We were in different trades," he grinned. "Hugh's job was to shoot them down; ours to keep away from them."



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HEADING FOR HAMBURGERS



Back to the land of the living is heading this quintet of Coastal Command Demon Squadron second pilots. With their first tours completed, the five gents will switch their present conveyance for ocean-prowlers of their own after finishing a skipper course and picking up their own crews. They are, left to right, P/O J. W. Barlow, Regina; F/O R. C. Webber, Miami, Man.; F/O L. Szabo, Welland, Ont.; W/O E. W. Bell, San Diego, Calif.; and F/O C. A. E. Marson, Vancouver. (Official RCAF Photograph.)

FLEW HOME

P/O Douglas A. McGillivray, Ottawa, bomb-aimer, took over the controls when his pilot was seriously wounded by ack-ack fire over Dortmund recently and flew their Ghost squadron Lancaster back to Britain.

Despite his lack of experience McGillivray made a successful landing at an emergency field.

MAAF PLANES NOW IN WEST

S/L Arthur Leads His Men Into Nazi Sky After Italy Battles

South France.—S/L C. I. R. Arthur, formerly of Winnipeg, led his MAAF Spitfire squadron on their first operation over Germany recently when he crossed the Rhine with a formation of four aircraft a few miles north of Basle.

The RAF wing in which the Canadian-born pilot commands a squadron has fought its way up Italy with the Eighth Army and now is taking part in operations in southern France.

Their first trip beyond the actual borders of the Reich was to reconnoitre the enemy defences.

"We saw a steamer coming up the Rhine ten miles north of Basle," said S/L Arthur. "We also spotted a number of trains and reported them to the American Thunderbolts who operate from the same field we do."

Since moving to France after operations in Corsica and Italy the squadron has twice changed airfields as it followed the rapid advance of the Allies. It has been employed in strafing disorganised enemy ground forces and has rolled up an impressive score of damaged and destroyed vehicles.

Early in September one day's bag included one locomotive destroyed, and two damaged; seven motor vehicles destroyed and nine damaged, and 140 horse-drawn vehicles either destroyed or damaged.

Many of the vehicles apparently were carrying ammunition and went up in flames while others which contained ammunition exploded.

Arthur has several destroyed and damaged enemy aircraft to his credit. He joined the RAF in England in the summer of 1939 and has been overseas without a break since that time.

PILOT UNPERTURBED BY ACK-ACK DAMAGE

Guiding his Canadian-bull Lancaster to Russelsheim, F/S R. B. Maxwell, Toronto, ran into heavy flak near Mannheim. The flak gravely wounded the Chilean flight engineer of this Ghost squadron kite, and wrecked much of the bombing equipment including the bomb-sight.

Although accurate discharge of the huge load of explosives was impossible and the engineer's condition was serious, Maxwell pressed on to the target, selected the most likely spot by eye and sent his bombs whistling down. Then one of the four engines stopped and Maxwell made for home through flak-bursts by the shortest course.

INTERNEES HEAR NEWS OVER RADIO SET KEPT IN CHIMNEY

Head Warden of Vimy Memorial Tells of Life in Nazi Camp Near Paris

A radio receiving set hidden in a chimney kept 2,000 Britishers, interned at St. Denis near Paris, informed of developments in the war, and at the same time baffled the Germans as to where the prisoners got their news. The Germans just about tore the barracks apart, driving the prisoners out in their night clothes more than once, while the barracks were searched. But they never did look up the chimney.

Caretaker

That is part of the story told by George Herbert Stubbs, formerly of Winnipeg, but since head warden of the Canadian memorial at Vimy Ridge. Stubbs returned to the memorial on September 4 after four years' internment. The first Canadians he met were two RCAF officers and to them he told his story.

Stubbs served in the 17th Battery of Winnipeg during the first World War, and took part in the battle that saw the ridge captured by the Canadians.

On May 21, 1940, Stubbs headed for Brittany in his car, with his wife and four children, to escape the advancing Germans. They had many adventures, eventually reaching a small island off the French coast, where they were ordered to stay by Nazi soldiers. When food ran short they returned to the mainland and dodged the Nazis for several months, but in October, 1940, Stubbs was sent to the internment camp at St. Denis, and his family left to fend for themselves.

Went Home

When Paris was liberated he made his way back to Vimy, where he found his family waiting. "We were treated very badly," Stubbs says of his stay in the camp, "especially the Canadians, against whom the Jerries seemed to have a grudge."

"Once for 12 months we were allowed no visitors at all. The food was vile beyond description. Undoubtedly we would have starved had it not been for the Red Cross parcels."

There were 2,000 internees at St. Denis, mostly British, but including 147 Canadians, many of whom were French-Canadian priests.

Jerry Leaves Legacy Of Homey Comforts

Belgium.—After battling about France from canvas village to canvas village since just after D-Day, members of G/C G. R. McGregor's Canadian airfield in Belgium are now living, comparatively speaking, in the lap of luxury.

The entire spread was left behind by the Hun. Jerry yanked stakes on the run and relinquished spacious hangars and attendant buildings in which sleeping and working quarters are sufficient for virtually the whole staff. Only a few have been obliged to throw up tents and almost everyone has a bed-spring and, invariably, even a lush mattress.

One of the outstanding things is the streamlined officers' mess with its ultra-smart ante-room, highlight of which, quite naturally, is a bar. Barman LAC Lloyd Leigh, Orillia, Ont., claims it is the longest bar he has ever seen.

BULLETINS KEEP FIELD INFORMED

Belgium.—F/O Eric Wiseman, education officer with G/C G. R. McGregor's mobile airfield, keeps the boys wised up on the latest front-line gey by means of a centrally located black-board. Here he records the daily 10 a.m. news review as compiled by Army liaison officers, Capt. Frank Nobbs, Montreal, Capt. Dave Hunden, Victoria, B.C., and Capt. Bob Forbes, Toronto.

In their army intelligence headquarters, respective positions of friend and foe are kept current on maps which the ALOS utilise in their informal news summary. This solves the problem of a fast-moving airfield which finds it difficult to keep abreast of events by newspaper.

RECEPTION NINE TAKES U.K. SOFTBALL CROWN

Canada's PRC softball nine defeated the team representing G/C Clare Annis' station by a score of 2-1, to win the RCAF UK softball tournament at Murrayfield, Edinburgh, last week-end.

For the PRC team P/O Joe Reid, Toronto, showed some high-class hurling against the fine pitching of LAC Genga, Windsor, for the Annis crowd.

In the Women's Division Bomber Group HQ took the ladies from Overseas HQ in a seven innings game by a 3-2 score.



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TRANSPORT AIRCRAFT CARRY WOUNDED FROM YUGOSLAVIA

Canadians Play Part in Flying Vital Loads; Pilot Lands Dakota to Sound of Guns

Italy.—A dozen Canadians, flying Dakotas with a RAF Transport Command squadron, recently assisted in the evacuation of 900 wounded partisans from Yugoslavia. Directed by a British medical officer, natives of two Yugoslav villages had hastily prepared a landing strip. Covered by a fighter escort, the Dakotas shuttled back and forth across the Adriatic all day until by dark the 900 casualties had been removed.

Busy Crews

Since Alamein, this unit has been flying its unarmed aircraft up to and beyond the fighting lines, carrying high priority freight and passengers, delivering urgently needed materials to advanced British units or to patriot groups in German-held areas.

It took part in the Sicilian and Italian invasions and since last December has been aiding Partisan warriors in the Balkans and northern Italy. Regular scheduled flights are now made to southern France with technicians and supplies for the advancing Allied forces.

P/O Dick Ryerse, Port Dover, Ont., a member of this squadron, landed his big Dakota on a tiny fighter-size runway in the north of Italy to the sound of artillery from the battle lines a few miles to the north. A field hospital crew unloaded cases of fresh blood plasma and penicillin, flown to the front for immediate treatment of wounded Eighth Army troops.

Tito Trips

Ryerse made two trips on the "blood-run" that day. As he returned to base the second time, P/O Robert Younger, Winnipeg, was pointing another Dakota towards Yugoslavia. With a cargo of arms and ammunition, boots and medical supplies, he landed in the dark on a crude mountain field levelled by Yugoslav villagers.

Ryerse and Younger have been with the unit over a year, as has F/L Brock Williams, Toronto navigator, F/L Jack Rice, DFC, Tillsonburg, Ont., a two year veteran of the squadron who flew Randolph Churchill in to confer with Partisan leaders, has been posted back to Canada.

Other Canadians include, P/O Donald Deeprose, Victoria, B.C.; P/O Gordon Stables, Vancouver; P/O James Stubbs, Calgary, Alta.; Sgt. Al Stitt, Moose Jaw, Sask.; P/O Russell Lewis, St. John, N.B.; F/O Cyril Killick, New Westminster, B.C.; and P/O Jack Morris, Regina, Sask.

MAQUIS FETE TIFFIE PILOT

Canadian Badge is Signal For Celebration

Belgium.—F/L Donald Jenvey, Ingersoll, Ont., flying with a Typhoon squadron, made a forced landing recently beside Maquis headquarters, in French border territory, south of this airfield. Visibility became bad during a long move into Belgium.

"When the Maquis saw my Canada badges they took me out of the kite and carried me into their headquarters," reported Jenvey. "I wanted to sleep on my kit on the floor, but they were so tickled to see a Canadian they insisted I have the best bed in the place. They wouldn't even let me tie my own shoelaces."

"The FFI chaps were grand. They were short of ammunition so I gave them mine. One chap showed me a pile of empty .38 shells. Each empty shell meant the bullet had killed a German. He didn't keep those that missed, and still there was quite a pile."

"I had about 3,000 rounds of German ammunition in the aircraft which I had picked up at the last station. I made an exchange with an elderly chap for a big silk Swastika flag which he had captured in ambushing a retreating German column."

"They were taking me back the next day, but we had to stop at each cafe, so the FFI could let their friends see a Canadian. It took me most of the day to reach the American troops, and three days to get back to base."



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P/O Jack Leyne, Saskatoon, a Hally tall gunner, who went missing 5 1/2 months ago, is now back in the UK. Jack played hockey for the Goldfields Miners, of the Northern Saskatchewan bush league, a few years ago, and tells us he is hoping to see some Canadian ice this coming winter.

The Halifax went into its run-up to the target, and F/O Don H. Hudson, Morton, Ont., was sprawled on the floor to sight his bombs. An ack-ack shell shattered the perspex nose and passed completely through only a foot from Hudson's head without exploding. The bomb-aimer, flying with a Scottish pilot, two Irish gunners, and English navigator, wireless operator and engineer, got away as quickly as possible after bombing, but not before two petrol tanks were smashed and the tail damaged by more flak.

The old gag about "ants in the pants" may be all right, but flak fragments in the vicinity of a trouser seat don't evoke much mirth. P/O Max Husband, Vancouver and Saskatoon, navigator in a Hally skippered by F/O F. G. Mann, Angusville, Man., is an authority on the subject. Recently a shell fragment lodged into the seat just beneath him, and 14 other jagged pieces punched holes in other sections of the aircraft and perforated a gasoline tank.

Although gas was pouring from the damaged tank, Mann flew in over the target and got his load away before turning the kite for home. The Halifax, veteran of many attacks, is the oldest machine with this squadron, and ground crews now are patching up its wounds.

F/O L. E. Bachelder, Westmount, Que., has been around a bit since he left Canada in August last year. After operational training in England he went to a RAAF outfit in Italy. He was over many targets in this theatre, including Sofia, Milan and other Italian spots. There were not many nightfighters, he recalls, but there was plenty of flak.

He is back in England now and has logged 17 trips, 12 of them to German objectives. He shakes his head now when he thinks of the trips he made in Wellingtons, and compares that kite with the Hally he travels in these days.

He remembers how American combat crews shook their heads in wonder when they compared the ancient Wellington with their sleek Flying forts. "Those canvas aircraft..." said the Americans with a shudder as they glanced at the Britishers and Canadians who flew and fought in them.

F/L Roland Blakley, Winnipeg, pilot of a Hally, has recently completed a tour and is now screened. Another Canadian flying in Halls is F/O Terry Pringle, Regina, a navigator. Pringle completed a tour a short time ago and is now playing the role of a "screen" also.

INDIA SQUADRON HITS CONSTANTLY AT JAPS

India.—More than 50 Canadians are flying with a Liberator squadron here, harrying Japanese supply barges and sampans supporting the enemy in Burma.

Now in its second year of operations, the squadron is kept busy. In one anti-submarine hunt last March the crews flew almost constantly for days. Liberators were landed and refuelled within 43 minutes. Crews were debriefed on landing, briefed and off again within five hours. One crew flew 38 out of 48 hours.

When not patrolling the Arakan coast from their desert-like drome, softball and hunting gain their attention. Wild turkey, chicken, spotted deer, bear, tigers and panthers don't always get away when these men go

out along the mountain trails. Among the Canadians are F/O J. K. Fletcher, Nav/B. Ottawa; W/O J. B. Brodie, WOP/AG, Chatham, Ont.; F/S J. D. MacDonald, AG, Toronto; Sgt. F. R. McKillan, WOP/AG, Ingersoll, Ont.; W/O O. A. Mullin, WOP/AG, Matachewan, Ont.; P/O R. J. Keleher, WOP/AG, St. John, NB; F/O A. Jackson, WOP/AG, Montreal; P/O D. C. Watt, Pilot, Winnipeg; Sgt. G. Friesen, WOP/AG, Morris, Man.; F/L Dick Hubber-Richard, Pilot, Winnipeg; P/O J. A. Badgley, Pilot, Melfort, Sask.; F/S W. G. MacKay, WOP/AG, Regina, Sask.; P/O R. A. Beaton, Pilot, Camrose, Alta.; Sgt. J. B. Taylor, Nav/B. Edmonton, Alta.; W/O R. S. Stewart, Nav/B, Buena Vista, BC.

SHOW GIRL



LAW Georgette Jelinas is the pleasing eyeful of RCAF femininity. Nice eyes! (Official RCAF Photograph.)

BEAVER BASE

Blood Feud Flares

We acknowledge a telephone call from F/S Jack Maddox, Toronto, at the Black Bull station, informing us that the recent blood bank there rolled up a total of 721 pints in a single day. The Beaver Base still holds the record as the first unit to top the 700-mark. We further advise our sister base, which naturally follows the leader, that their precarious record will stand only until the next visit of the clinic.

Ross Visit

Our very special welcome mat is out this week to greet Air Commodore Dwight Ross, OBE, former base commander, who has returned from leave in Canada and is now taking up another appointment in this country. He reports that Winnipeg and Toronto are still the twin centres of Canada and that Ottawa is as confusing as ever. His visit here was celebrated by a party in the WAAF officers' mess.

This week we bid farewell to one of the old-timers of the base in the person of S/L Wilfred Butcher, senior Protestant chaplain, who has gone to Rome to take up an appointment. His farewell service in the base station chapel was attended by a large congregation, including the station commander, G/C Clare Annis, OBE. Cupid has really been pranging this base successfully of late. Cpl. Terry Nelthorpe, our band maestro, and LAW Joan Coats, of the equipment section, are on leave tying knot. LAC Bill Knote and LAW Bea Archer are making an early visit to the Roman Catholic Church at Easingwold to enter into a double harness arrangement. The world is really a small place for them; they both come from Regina, but had to come over here to meet.

Congratulations this week to Ray Bouclin, of the base station post office, who has now attained the lofty rank of corporal; and to LAWs Mary Sinclair, Barrie, Ont., Marjorie Wood, the Argentine Angel, birthday greetings. Dean of local athletes these days is W/C "Junior" Bootle, the base accounts pundit. After an evening in a nearby city recently he essayed a nine-mile walk back to camp. Weren't you aware that accommodation is available at Toc H for a nominal fee, sir?

BELGIAN CROWDS SEE WAR KITES TAKE OFF

Belgium.—Reminiscent of the holiday crowds which used to flock to civil airports in Canada, intrigued by Tiger Moths taking off and landing at a buck a sortie, are the crowds of sight-seers who come from miles around to watch the war kites on G/C G. R. McGregor's RCAF field here.

These civilians travel on foot and by electric tram and almost continually are present in hundreds. From vantage points outside the drome they wave to pilots who roar past only a few feet above their heads.

Headquarters

Captained by Winco Walter Martin, former Canadian Davis Cup player, the RCAF tennis team defeated the RAAF team on Friday at the Lincoln's Inn Fields courts.

Martin paired with Sgt. Bruce Harrison to take their match 7-5, 3-6, 6-2.

The Aussies led 5-2 in the first set and Martin was down love 40, but pulled his service out making the score 5-3. Martin and Harrison went on from there to win the first set 7-5.

In the second set, the Australians, F/S Milliken and Cpl. Tibbals, rushing the net making many brilliant volleys, ran out this set to 6-3.

In the final set, Martin, with his powerful service and his forehead drive, was back in his old Davis Cup form and took this set decisively 6-2.

S/L Johnny Jackson and Cpl. Jerry Wayland defeated the second-string RAAF team 6-2, 4-6, 6-3, by superb volleying at the net.

Sgt. Ben Jackson spent his first night on leave in a Sheffield police station. There was no room for him at the inn.

The Mecca Café people, who have been operating the canteen on the 4th floor of "32" for about two years, will soon exit from these hallowed halls. When the doors reopen, probably the latter part of next month, the beanery will be operated by the K. of C. Canadian war services.

RCAF Overseas H.Q. tennis team played a series of matches over the week-end with the Handley-Page Aircraft Company's team, in aid of the Red Cross. Handley-Page won the series by the small margin of 4-3.

H.Q. players were S/L Johnny Jackson, Cpl. Jerry Wayland, F/O Staff Beck, Sgt. Bruce Harrison, F/L Tim Timbrell and Sgt. George Alexander. After the match the Canadians were the guests of the Handley-Page team, at a dance in the company's club house.

HAGERMAN MOOSE CO

Douglas Hagerman, DFC, Saskatoon, Sask., has been promoted to wing commander and succeeds W/C Bill Pleasance, Calgary, Alta., as commanding officer of the Moose squadron. Hagerman is now on his second tour.

W/C Pleasance has been screened after completing a tour and has been posted to Group HQ.

LYNX SQUADRON

Big Doings in the Hills

Our hep-cats had a real night of jive and swing last week when Sam Donahue's American Navy Band came to us hyar in the hills. This band has made many recordings and it was a great treat to hear them in person. We extend thanks to the Yanks for their music and for the top-notch movies Dick Waide "scrouges" from them every week.

Hello Ike!

LAC "Two-Gun" Wilkinson, New Toronto, Discip office Joe, handles queries by telephone like a true diplomat, be they from erks or brass hats. The other day, Joe the Postman called up; Says Wilky: "Who's speaking?" Says Joe: "General Eisenhower." Says Wilky, without turning a hair: "Eisenhower? OK, Just a sec, and I'll get the Sarge."

We have said solong to three air crew old-timers during the past fortnight. F/L McNabb, Winnipeg, takes over flying duties elsewhere. F/O Gordon, Edmonton, and P/O Donovan, Vancouver, have left to take on instructional duties at an OTU. Their absence will be hard to get used to, especially sky-scraper type Donovan, whose beaming face was always visible above the heads of the mob.

A host of new arrivals evens up the score. F/O Roberts, Brandon and Winnipeg, takes over the brain-building depart-

ment. New air crew men this time are mainly good Western stock. We have F/O J. M. Reid, Winnipeg, P/O Newland, Calgary; F/Os Boak, Monaghan, and Hamlyn-Lovis from Regina; F/S Halen, Mildren, Sask.; F/L Etienne, Montreal, and F/O Radcliffe, Toronto.

There's big money on a moustache-growing bet down at the hangar. Cpl. Czujko, Winnipeg, and Cpl. Stan Burwash, Victoria, B.C., are striving valiantly to produce a smudge on their respective upper lips.

Best wishes to S/O Joan Heslop, Senior WAAF Officer here and 2nd Lieut. James Chapman, Michigan, one of our American navigators, whose engagement was recently announced.

They tell me there's a very big "do" this week-end promising much revelry by night so you'll pardon me if I buzz. Before I go: "Has anybody got a cigarette, please?" —Dunc.

TROPIC TOPICS

Heat and Hockey

Tropic Topics, organ of the Tusker Squadron, publishes six pages of Ceylon gen in the month of August, from an editorial on the necessity of an island Canada House to the pertinent question, "Has anyone asked a certain W/T man what moonlight bathing is like at a certain rest house along the shore."

The Onlooker of this all-Canadian review reports the completion of tours for F/Ls Johnny Gowans, Walt Fink and "Mac" McKinney, "three skippers par excellence." He continues: "New arrivals to the waterfront beanery via the promotion and ferry routes include F/Os Boucher, Gallagher, Rudd, Dowie, Stein, MacKay and Parkin. P/Os Campbell and Bushford and F/L Draycott."

Mighty Maritimers

In spite of tropical heat, sports activities seem to hold a high place with a full outside column on page three. Softball takes the top spot, with "Mic" McKee, Peterborough, tossing up his neatest brand of ball, thus placing Wylie Dills' Maritimers in first place. Norm Shea, Tommy Kendrick and Stan Dinney, all Maritimers, supply plenty of power behind the plate. Art Bell had been imported from Ontario to pitch for Quebec, but after watching Grenchuk, Verdun, do the chores he stepped down.

How these Canadians combine heat waves and hockey leagues is rather puzzling, and the opening paragraph on the new season offers no enlightenment, but says paradoxically: "Due to the heat and poor condition of

players it was decided to play double-headers twice weekly. Bob Bridges' highly touted Green Shirts managed to beat down Lorne Kidd and his Red Shirts by 6-5. In the second game Mac Hall's boys scored twice on long shots, while Sid O'Brien's outfit garnered ten spots on the score board."

Short Circuits by Gremlin, Jr., looks to the future optimistically when he reports that the "burning of midnight oil in Hut 75 could be any one of Dan Grant, Bill Rath or Reg Flagg, who are getting genned up for the big day in civvie street which are soon to come. The postal authorities seem to think that Don Kirkwood has been posted to the U.K., for they are breaking up his parcels for distribution to hospitals."

Hangar Sweepings reports that Charlie Knapp, Gus Justrabo and Henry Hall have spent 14 days' leave about the island. The Fireworks department breezes through with. "Between flat out hours Mac Hall, Romeo Dastrous, Jim Aitchison and "Pinky" Cross are increasing the wrinkles in their grey matter by delving into the various educational courses available."

MASSEY VISITS RCAF ON TOUR OF FRONTS

Right Hon. Vincent Massey, Canadian High Commissioner, has returned to London from a week's tour in France and Belgium, accompanied by Lt. Col. C. A. Parker, during which he visited Brussels, where he saw RCAF units.

Mr. Massey spent a few days in Paris, visited the battlefields at Falaise and Caen and saw Canadian formations in action. He also went to a hospital near Bayeux, and saw the artificial docks at Arromanches.

The High Commissioner was at Dieppe for a few hours and saw the Canadian cemetery. Following this he joined Lieutenant General H. D. G. Crerar and went to the forward areas, at the same time visiting the Vimy Memorial.

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"Ici et La"

Cricket?

Brooklyn Banter Makes Wicket Sticky

"Potins et Nouvelles" est une rubrique qui a vécu: depuis janvier, sa parution hebdomadaire créait un conflit de toutes les semaines avec le typographe, qui ne pouvait disposer de si longs mots en manchettes appropriées. La nouvelle chronique est donc rebaptisée, mais disons tout de suite que l'esprit en sera le même; un court journal des aviateurs d'outre-mer.

Sandlot slang and substance almost stymied members of a RAF cricket team during a match played on a RAF training station in England recently. They tangled with a gang of Canadian airmen who ventured an afternoon of England's hallowed sport, after the latter earned a victory in a previously played softball



carve up four bowlers rather badly until the chatter in the field became more than slightly disconcerting. Probably, for the first time on any pitch, time was taken out between bowls to throw the ball around the airfield. In the field, F/L Dunc Galloway, wicketkeeper W/O

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RECORD AWARDS

(Continued from page 1.)

Joseph Goeres, F/L John Sinclair Gordon, F/L Francis Eugene Gullewin, F/L Ernest Raymond Henry, F/L John Hunter Keane, F/L Maxwell Kogon, F/L Albert Gerard McAuley, F/L Linton Wilson Queale, F/L David Rodger, F/L Reginald Arthur Swartz, F/L Reuben William Wright, DFM, F/L Guy Philip Aldrich Yates, DFM, F/L Richard Holby Pattison, F/L Hilliard Harrison Smith.

F/O Clifford Glenn Balsdon, F/O Richard Emyln Hughes, RAF, Regina, F/O Thomas Albert Cacchioni, F/O Gerald Franklin Carruthers, F/O Charles Joseph Combe, F/O Reginald George Conrad, F/O Gordon Lyle Coutts, F/O Alan Fenwick Dodds, F/O Hector Gordon Stuart Dunbar, F/O Robert Kent Essery, F/O Ronald McLelland Girvan, F/O Edward Alfred Greenwood, F/O Eino Ollie Hallikas, F/O Henry Charles Heaney, F/O Francis Joseph Huntley, F/O Edgar Bruce Hutchinson, F/O Frederick Desmond Jackman.

F/O Magnus Jonas Johnson, F/O Kenneth William Jones, F/O Andrew Kuzma, F/O Joseph Maurice Lucien Lambert, F/O Donald Moir McArter, F/O Robert Delorme Plommer, F/O Robert Alexander Pratt, F/O John Harold Sanderson, F/O Charles Edwin Siddall, F/O James Riley Soutar, F/O Gordon Wilfred Swann, F/O Douglas Frederick Thorn, F/O Milton Gerald Utas, F/O Ronald Walker, F/O Thomas Clare Walker, F/O Robert Wakefield Wood, F/O Alexander George Woodward, F/O Peter Yarema, P/Os Robert Arthur Basson, William Alexander Bellman, John Murray Bowdway, Reginald Jack Booth, DFM, Joseph Hector

KEEN PLAY SEEN IN DIGBY TENNIS

A combined RCAF and Queen's Tennis Club team, captained by W/C Walter Martin, played a series of exhibition games at Digby station recently. Martin split sets with Claude Lister (Queen's), former Wimbledon star, while Sgt. Bruce Harrison bested Tom Todd (Queen's) 6-3 in singles. In doubles play, Lister and Todd beat Martin and S/L Davie Robertson, former International badminton ace, 7-5, 7-5.

LAC Eddie McKush, former Manitoba singles champ, and Robertson, defeated Todd and Lister.

Mixed doubles were also played with WAAF's from Digby. After the matches, G/C Ernie McNab was host to the players.

PRC WIN

The City of Saskatoon Squadron were recently trounced by the RCAF No. 3 PRC to the tune of 12-1, in a softball game at Bournemouth. The Saskatoon squadron's only run was brought in by the CO, W/C D. J. Williams, DSO, DFC, Vancouver.

City of Saskatoon: Harry Langston and Cpl. Pollock, p; F/S Baumgart, lb; Greene, 2b; W/C Williams, 3b; Sgt. "Suds" Sutherland, ss; LAC Fields, lf; Hall, cf; Cpl. Alf Loach, rf; F/O Duncan and Cpl. Walker, spares.

Gilbert Boulanger, Harvey Elliott Cuthbert, James Fraser Dunlop, Hilmar Clifford Eyojofson, Gardie William Fox, Emery Gruninger, Alan Moran Patrick Harris, Patrick Joseph Kelly, James Graham Noble, Richard Henry Fallon, James Henry Cole, Leo Napoleon Oshell, William Bryan Patrick, William Amos Plummer, Henry Penman, Ridley, Joseph Anthime Marcel Soumis, Norman Sutherland, Albert James Wilcock, William Joseph Wood, Stanley Roy Holding, James Lofthouse, Douglas Richardson Mackenzie, Wilfred Ferguson Thomas Peacock, Joseph Clark Stewart, Douglas William Allen, Harold Cyril Prime.

W/Os Charles Douglas Burrows, Harry Clifford Cole, Victor Herbert Faulkner, James St. Clair Manson, George Wesley Metcalfe, Charles Alfred Russell, Frederick Austin Williams, Alfred Vincent Wing.

Blast Boulogne

(Continued from page 1.)

set after what I believe was an ammo dump. Visibility was good and the bombing well concentrated."

Returning after the earlier morning attack, W/O Joe Paisey, Moncton, N.B., Ghost squadron bomb-aimer, commented: "The target area was so full of exploding bombs that you couldn't see between them."

September 16

"The target area looked like thousands of little candles to us," said F/S Don McArthur, Toronto, in describing the Kiel attack. After the engagement smoke was rising to 8,000 feet, according to F/O John Whitehead, Winnipeg, a Ghost squadron bomb-aimer.

Many crews had brief encounters with enemy fighters. P/O Phil Labelle, Vancouver, took evasive action seven times as fighters swarmed over the target area. "There was an Me410 dropping flares, while FW190s and Ju88s stooged around trying to line us up."

September 12

The Canadians found both targets heavily defended by anti-aircraft batteries. F/O Viateur Morin, Montreal, who flew to Eickel with the Iroquois squadron displayed a scratch on the side of his nose caused by flak. P/O Jerry Quinlan, Verdun, Que., an Iroquois pilot, told of extensive damage to his aircraft.

The Eickel synthetic oil plant took a pasting, according to the reports of returning crews. "Nothing but flames and smoke in the target area," said F/O Harold McKinley, Widewater, Alta.

"We saw columns of black smoke and very red flames," reported F/O Jerry Jones, Los Angeles, Cal. "They indicated that the target had been hit all right."

Moose squadron crews who went to Dortmund claimed that the Germans were using a rocket weapon in a futile attempt to break up the bombers' attack. F/S Lee Morgan, Rouge Hills, Ont., said that he and his crewmates saw a rocket climb toward them at a terrific speed. "It left a zig-zag vapor trail," he said.

Following the Dortmund attack smoke was billowing up to a height estimated by F/S L. M. Bucovis, Vancouver, at 10,000. "Big flames were rising," added the Tiger squadron gunner, "and there were two huge fires burning around the target indicators."

September 13

Bombing was so accurate at Canabrock that F/S Neil Smith, Fort William, Ont., watched a dozen bombs drop right across the target. "There were a couple

of warehouses right beside the railroad tracks. A stick of bombs crashed into them, and every thing seemed to blow up," he said.

F/O Johnnie Lynn, Renfrew, Ont., saw two good-sized explosions as his Leaside Halifax went over the target area. "I figure a goods depot was hit," he said, "there was smoke coming up to 10,000 feet as we were leaving."

RAF heavies, escorted by Spits dropped their loads on an industrial target near Essen. Returning crews reported the bombing concentrated despite the German attempts to hide their works with a smoke screen.

"We saw fires through the smoke pall," reported F/S A. E. Rheubottom Sundrich, Ont., a bomb-aimer. "It was a sticky do, but our kite was not hit."

WINCO SEES HOW HIS BOMBS WORK

France.—The satisfaction of seeing some of the damage done by their own squadrons is one compensation for RCAF air crews serving in France.

W/C Massey Beveridge, DFC, Montreal leader of the RCAF Nighthawk Mosquitos, recently visited Dreux and Evreux, where the Germans had operated very active airfields, and saw some of the damage to which he contributed when he was flying with the City of Edmonton squadron.

"The damage was terrific," he said. "There's not a hangar standing nor a building that hasn't been completely smashed. You can see where our 500-pounders have hit the landing strips and the Germans have made hurried repairs. Particularly gratifying was the number of wrecked FW190s, Junkers and Heinkels."

The tactics of the Edmonton Mosquitos were to drop their bomb loads on the runways, strafe the fields with cannon fire, then wait for German planes returning to base and pick them off.

BOOK LARNIN'

Bull-voiced, leather-lunged, 200-pound F/S Al Lamon, Windsor, Ont., hard-boiled discip on one of the stations of Canadian Bomber Group, was bellowing drill-book ritual at a squad of WD rookies.

"The hands should be tightly clasped, thumbs in line with the seams of the trousers..."

Some of the WDs giggled. For the first time in his service career the flight sergeant blushed.

ENTERTAINMENT GUIDE

Table with columns for THEATRES, LONDON PAVILION, HIPPODROME, SAVOY, PALLADIUM, STRAND, WHITEHALL, PHYLIS DIXEY, CINEMAS, and ODEON. Lists showtimes and titles for various venues.

NOMADS LEAD ATTACKS INTO RHINE VALLEY

Ottawa and Montreal Squadrons Also Hit Border Lands

Belgium.—A flight of the Nomad Squadron, led by F/O Royce A. Johns, North Battleford and Saskatoon, were the first Canadian Typhoons to operate against Germany, scoring on enemy transport on the Rhine River. Two tugs were left smoking from cannon fire and cannon strikes were observed on two barges.

"Everything looked rather peaceful until we opened up and found we had to fly through a curtain of flak," said F/O Johns. "There were a lot of refugees trudging down the road with horse-drawn vehicles, heading in the direction of Holland."

F/O John Roberts, Toronto, said. "We definitely left two large tugs smoking and some of the other lads shot up two barges."

Bomb Trains

At the same time two other RCAF dive-bomber squadrons attacked enemy transportation near the German borders in Holland. S/L William Pentland, Calgary, Alta., who led the City of Ottawa Squadron, described the destruction of two trains.

"We stopped a single locomotive and just as we were returning to base we saw the other train with 11 cars on it. We blew up the boilers on it, too. There was a big burst of steam."

F/O Brian Clacken, Vancouver, BC, a Jamaican man, said. "We saw a lot of strikes on the freight cars after we hit the locomotive."

Led by S/L Jack Beirnes, Tofield, Alta., the City of Montreal Squadron attacked another train near the Dutch border, destroying a locomotive and scoring hits on the freight cars.

WINCO ON OPS AFTER LONG TEACHING TOUR

W/C F. W. Ball, St. Thomas and Belleville, Ont., after five years instructing, is now himself a pupil at a heavy conversion unit in England. He is undergoing final training in the handling of four-engined bombers for the RCAF group.

"I've been teaching pupils for almost five years now," he said, "and I'm very keen to put my own teachings into practice."

When his overseas posting came through last February he made sure of getting here quickly by ferrying a transport over from Canada.

During the recent investiture held at this unit by His Majesty, W/C Ball acted as commander of the station parade. "All the rest of the people there were getting gongs," he said, "and there was no one else to do the job."

While walking along the lines with the inspection party, following the presentation, he

RADIO

GFP (General Forces Program) 342 m., 877 kc. AEF (Allied Exped. Forces Program) 514 m.; 1050 kc. AFN (American Forces Network) 207-218 m.; 1375-1447 kc.

Sat., Sept. 23.—Home News from Canada, AEF and GFP, 2010-2015; "Johnny Canuck's Revue," AEF and GFP, 2200-2230.

Sun., Sept. 24.—"Calling All Canadians," GFP, 1030-1100; Home News from Canada, AEF and GFP, 2010-2015.

Mon., Sept. 25.—Home News from Canada, AEF and GFP, 2010-2015.

Tues., Sept. 26.—RCAF Bomber Group Band, AEF, 1430-1500; Canadian Sports Round-up, AEF, 1905-1915; Home News from Canada, AEF and GFP, 2010-2015.

Wed., Sept. 27.—RCAF Headquarters Dance Band with guest artist, Gloria Brent, AEF and AFN, 1915-1945; Home News from Canada, AEF and GFP, 2010-2015.

Thur., Sept. 28.—Home News from Canada, AEF and GFP, 2010-2015.

Fri., Sept. 29.—Home News from Canada, AEF and GFP, 2010-2015.

AIR ARMADA

(Continued from page 1)

jeeps, small field guns, men, ammunition, explosives and supplies designed to last through several days fighting. F/L R. Francis, RCAF public relations officer, flew with a Stirling captained by F/O Gibb Goucher, Nelson, B.C., and described the reinforcement landings on Monday.

"Our glider was one of the few which for various technical reasons cast off before reaching the dropping zone, and we turned for home without seeing the completion of the operation."

Down Safely

"The glider pilot cut himself off from the cable behind our aircraft and slanted in to a landing on partly flooded ground near the Dutch coast. Flak bursts appeared around him as he glided in to land, but he was apparently unhurt and almost down when we lost sight of him."

"Meantime, the streams of aircraft, which stretched away into the haze ahead and behind us, roared on into the Continent. At one point I started to count the pairs of aircraft around us as we approached the coast, but lost count at 144.

"As we flew home over the North Sea, the seemingly endless procession continued to pour by underneath us."

In the Sunday landings, a Canadian pilot, F/L Bill Gardner, Vancouver, took along a Daily Express correspondent, William Troughton, in his Stirling. Troughton reported:

"As we took them in, the sky was ours, the sea was ours, the land was ours. In P for Peter we saw no fighters, no flak, no opposition of any sort."

was asked by the King what his job was with the unit. "I'm afraid I must have shaken His Majesty when I told him I was only a pupil," he commented.

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Advertisement for 'THE NEWS IS GOOD!' featuring Deanna Durbin and Gene Kelly in 'Christmas Holiday' at Leicester Sq. Theatre. Includes '7th Week' and 'A New Universal Picture'.

Advertisement for 'WING AND A PRAYER' at ODEON LEICESTER SQUARE. Features Don Ameche, Dana Andrews, and William Eythe. Includes 'THIS IS FIRST CLASS ENTERTAINMENT' and 'A SPECTACULAR AND EXCITING STORY'.