

RCAF HEAVIES SLUG GERMANY THREE TIMES IN 36 HOURS

FLYIN' GRAMP

Aircrew types on the Bison squadron are calling 34-year-old P/O E. H. Partridge, Toronto, "Grand-pappy."

The other day he received a cable telling him his 17-year-old daughter Joyce had presented her husband with a baby girl. P/O Partridge, who married when he was 16, has a second daughter Betty, who is 16 herself.

P/O Partridge is probably the only grandfather flying with an operational squadron in the RCAF.

KING VISITS WEST FRONT

Confers Decorations on High Ranking Officers

Canadian soldiers and fliers were among the Allied troops visited by King George during a five-day trip to the fighting fronts from which he returned this week. During the trip he visited units in France, Belgium and Holland and spoke to many RCAF personnel.

Several hundreds of miles were covered during the tour. He visited with Gen. Eisenhower and conferred the PCB on Lt. Gen. Omar Bradley, commander of the US 12th Army Group.

At the Canadian Army HQ, the King lunched with Field-Marshal Montgomery, Prince Charles, Regent of Belgium, and senior officers.

At an investiture in the field, Lt. Gen. G. Simonds was made a CB and the DSO was conferred on Brig. J. Reckingham.

At an open-air investiture, the only air force officer to be decorated was Air Vice-Marshal Broadhurst, AOC of the first RAF group to arrive in France. He received the CB and the Bar to the DFC.

RCAF BEAUS FIRE TANKER

An RCAF Beaufighter squadron recently assisted in an attack against a heavily loaded oil tanker when aircraft of RAF Coastal Command went into the Skagerrak looking for enemy shipping.

"The tanker was already on fire when we made the first attack," said F/O R. C. Ridge, Winnipeg pilot. "The sea was ablaze with orange colored flame moving away from the ship in an ever-increasing circle. The escort vessel, which had been repeatedly attacked, was also on fire."

TOUR OVER

F/O Murray Faulder, Moose Jaw, has recently completed a tour of ops as a pilot with the Goose squadron.

AEAF Chieftain Lauds Part Played by RCAF

Air Chief Marshal Sir Trafford Leigh-Mallory, AOC-in-C of the Allied Expeditionary Force, spoke at the Ministry of Information on the part played by the Allied air forces.

"The Royal Canadian Air Force especially is making a tremendous contribution," he said. "Canadian squadrons were our spearpoint in the battle and were among the first to operate from French bases. The first Canadian wing to land shot down 100

CANADIANS HELP HAND DUISBURG DOUBLE DOSE

Bomber Command's Twin Week-end Blows Heaviest Ever Doled Out To Any Nazi City

WILHELMSHAVEN, WANNE-EIKEL HIT

Three times in 36 hours, heavies of RCAF Bomber Group struck at Germany in one of the busiest week-ends since the Group's inception.

Duisburg bore the brunt of the onslaught, taking a double pasting, one Saturday morning and the second less than 18 hours later. Sunday night the attack was switched from Duisburg to Wilhelmshaven.

On Thursday a force of RCAF Halifaxes hammered the synthetic oil plant at Wanne-Eikel in the Ruhr.

JERRY KITES HIT ON DECK

Edmonton Mossies Destroy Eight, Damage 10 Near Prague

Two Mosquitos of the City of Edmonton squadron of ADGB flew deep into Czechoslovakia recently and destroyed eight Nazi aircraft on two airfields 60 miles south of Prague.

They caught the Hun machines conveniently dispersed about the airfields. The eight destroyed went up in flames, and under the concentrated fire from the Mossies 10 more were damaged.

S/L Ross Gray, Edmonton, piloted one of the intruders, with F/L James Gibbons, DFC, Vancouver, as navigator. In the other were F/O Daryl Thomas, Vancouver, pilot, and F/L R. W. Macdonald, Ottawa, navigator.

Gray reported that the weather cleared as the two kites neared Prague. "The fact that we got there accurately is a tribute to our navigators, who pinpointed themselves on the way by bumps in the mist which indicated hills."

"Two low level attacks produced very satisfactory results," he added.

Not content with the already remarkable length of their trip, the four Canadians chose Italy as a refuelling base when their petrol began to run low. Landing in mid-forenoon at a RAF field near the British lines, they breakfasted and rested briefly in the brilliant Italian sunshine before resuming their journey home.

COASTAL RECRUIT

First Canadian-born negro to win his wings in the RCAF, F/O Allan Bundy, Halifax, N.S., has recently joined the Buffalo squadron.

enemy aircraft in the first month of the battle.

"The RAF not only consists of people of the British race. We have squadrons from France, Belgium, Holland, Norway, Poland and Czechoslovakia. They have carried out their duties with the greatest gallantry, both defending this country and, when necessary, bombing their own. All our Dominions have fought side by side with us and have played a conspicuous part in our battles."

75,086 Tons of Bombs

Canadian Bomber Group made an impressive contribution to Bomber Command's total bomb tonnage dropped on enemy targets in the 21 months of the RCAF Group's existence.

In the less than two years period to the end of September, 1944, the Group dropped a total of 75,086 tons of bombs. This figure does not include tonnage dropped by other RCAF bomber formations which operated with the RAF before the Group's inception, but does include mine-laying tonnage dropped since January, 1943.

A picture of how the Group, which to-day can put some hundreds of Halifaxes and Lancasters into the air on Bomber Command raids, has grown since January, 1943, is given in the monthly tonnage figures.

From a humble beginning in January, 1943, the first month that saw the Group on operations, when only 395 tons were dropped, the figures grew steadily. In March of '43, there were 1,475 tons dropped, and exactly one year later TNT weighing 4,614 tons was unloaded on the Nazi European targets.

The monthly figure continued to climb steadily. In May of this year 5,860 tons were dropped. August of this year proved to be Bomber Group's greatest month since its birth, when 13,274 tons of bombs fell from the bomb bays of the Canadian-manned aircraft. The figure, doubtless on account of bad weather, dropped to 10,184 tons for September.

Thus, the RCAF contribution to Bomber Command's 609,868 tons of bombs unleashed in the five-year aerial blitz of Germany, Italy and Nazi-occupied Europe was not far short of 100,000 tons in less than two years.

Crack Lanc Squadron Hammers Sorpe Dam

Canadians Among Fliers Chosen for Special Mission Against Huge Structure

Several Canadians flew with the picked squadron of RAF Lancasters carrying 12,000 pound "Earthquake" bombs which attacked the Sorpe Dam, 20 miles south-east of Dortmund, in daylight Sunday morning. F/L G. Camsell, Winnipeg, piloting a Lanc, said he was in the first formation.

GROUND JOHNNY SETS GEN MARK

Holland.—An RTO here has just completed a correspondence course in general science, writing 20 papers in a month and scoring 100 per cent. in 16 of them. His average mark was 97.1 per cent. LAC J. B. Gillespie, Abernethy, Sask., enrolled in the course last July, while on the beaches of France.

"It is the best record I've ever seen," said F/L E. M. Sanderson, education officer with a RCAF Spitfire station commanded by G/C W. R. MacBrien. "It wasn't so difficult," said Gillespie. "I learned the electricity and magnetism part in my RTO course."

SPEED MERCHANTS



Pen in hand, P/O Alex Peters, Montreal, writes his way into history as the first member of the RCAF Overseas to buy one of the Seventh Victory Loan Bonds. Losing no time in getting the buyer's name on the dotted line, Sgt. Elizabeth Haines, Montreal, is shown negotiating the loan. W/C George Ault, Ottawa, Chairman of the RCAF Overseas Victory Loan Campaign, watches the first of thousands invest in victory.

(Official RCAF Photograph.)

VETERAN AIR FIGHTERS TOP AWARDS LIST

Decorations Go To 187 Fliers Engaged in Sky War

Decorations for 187 Canadian airmen have been announced in the recent list of awards in the *London Gazette*, including an immediate Bar to the DFC for S/L J. R. Dow, DFC, and non-immediate Bars to the same award for S/L J. V. Watts, DFC, F/L H. C. Hoover, DFC, and F/L J. A. T. Simpson, DFC.

In the list are 18 immediate DFCs, five immediate DFMs, 152 non-immediate DFCs and eight non-immediate DFMs.

S/L Dow, navigator, receives his award for his part in getting a badly damaged bomber to its target when a successful attack was made and then getting it back to base. With W/C David W. S. Clark, DFC, RAF pilot, who also receives the Bar to the DFC, Dow is cited for cool thinking and excellent co-operation in making the attack on Stettin and getting the plane home.

W/C L. H. Lecomte, Acton Vale, Que., is among those receiving a non-immediate DFC. He is cited for his skill and courage in numerous sorties against enemy targets and for his work as a pilot and squadron commander.

Among those awarded an immediate DFM is F/S G. C. Gillanders, Vancouver, who is teamed with F/S Peter Engbrecht, CGM, Whitewater, Man. From their turrets in a Tiger squadron heavy bomber they shared destruction of six enemy nightfighters.

Winning immediate DFCs are S/L W. R. Christison, S/L L. G. Nelly, F/L R. W. Kent, F/Os C. W. Kiper, W. J. Myers, H. E. Sayeau, A. L. Butler, W. MacKay, R. C. Penrose, J. F. Tees, J. Wagman, J. G. M. Landry, P/Os M. MacNeill, A. V. J. Boyer, H. S. Smith, J. A. Ryan, R. G. Holden and R. H. Simpson.

Immediate DFMs also have been awarded to F/S F. J. Clay, F/S E. J. Lefave, Sgt. O. M. Brown and Sgt. R. E. Budd.

Non-immediate DFMs go to F/S R. Brooks, F/S C. E. Gallas, F/S R. E. Higgins, F/S F. J. Hutchings, F/S H. C. Sloan, F/S H. J. Venn, F/S G. H. Widdis and Sgt. E. W. Chappell.

Those receiving non-immediate DFCs are listed on page 2.

POTS STUKA

Belgium.—Nightfighter pilot with the Cougar squadron, Lt. Allan Harrington, Atlantic City, N.J., brought his aircraft down to 100 feet while chasing a Stuka dive-bomber. He finally caught it in his guns and sent it spinning into the ground.

Windsor Pilots Disrupt Enemy Communications

Italy.—Winging their way over the enemy lines on a crack of dawn bombing excursion last Sunday morning, aircraft of the RCAF City of Windsor squadron disrupted another of Kesselring's few remaining lines of communications in the battle area. The target was a bridge 10 miles south-west of Ravenna.

Two direct hits tore great holes in the bridge, while the roads which fed traffic on to the important Forli-Ravenna highway were cratered at the southern end.

The bridge busting job was the first for the Windsor boys since the day a mission was flown against the road-bridge over the Savio river. Pilots saw the

Savio, but the target wasn't where it should have been. The crafty Hun, taking advantage of pontoon supports, had turned to submerging the much-needed bridge by day, and refloating it for use at night. A smoke screen was even thrown over the valued structure in an attempt to conceal it from the eagle-eyed airmen. The Savio bridge received later attention.

Leading the sortie was the commanding officer, S/L O. C. Kallie, DFC, Ironwood, Michigan. Flying with him were F/Os J. R. Lejeune, Bathurst, N.B.; James Waslyk, Toronto; K. R. Curtis, Toronto; P/O J. P. Hart, Point Area, Ont.,

WINGS ABROAD

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Editorial

AN RCAF pilot, newly decorated for his outstanding work, recently visited RCAF Overseas Headquarters. While there he seized the opportunity to ask why his crew had not been similarly rewarded. He believed their work to have been as outstanding as his own and felt that, to some extent, there had been discrimination against his crew-mates.

This pilot was under the impression that awards for gallantry, made to RCAF personnel, originated from RCAF Overseas Headquarters. Such is not the case.

The original recommendation is submitted by the individual's flight commander or commanding officer, who are in the best position to place a valuation on his services. This recommendation is passed through normal channels via Station, group, Command and finally to Air Ministry.

If the recommendation passes the various reviewing officers, it is submitted to His Majesty the King, for approval. Neither RCAF Headquarters, Ottawa, nor RCAF Headquarters, Overseas, have any jurisdiction over the granting of awards for gallantry.

The only awards submitted to RCAF Overseas Headquarters for approval, prior to granting, are those of Allied nations. The AOC-in-C, RCAF Overseas, accepts such decorations on behalf of the recipient, who is then permitted to attend an investiture and receive his award at the hands of a representative of the government making the award.

NEW APPOINTMENTS IN FIGHTER SQUADRONS

Holland.—F/L E. S. Smith, Toronto, has recently been appointed a flight commander in the RCAF Red Indian Spitfire squadron now operating from a forward base in Holland. Smith, with two enemy aircraft destroyed, is taking over from F/L Roger C. Wilson, Toronto, who also has a score of two. Wilson is posted to non-operational duties, having completed a tour.

Another Red Indian squadron pilot posted to non-operational duties is F/O W. F. Cook, Clinton, Ont. He finished his second tour with a score of 33 Nazi aircraft.

In the City of Oshawa squadron two more veteran pilots have finished tours. They are both Montreal men. F/L J. B. "Johnny" Rainville, accounted for two of the Luftwaffe during his tour, and F/O R. R. St. Georges damaged one.

NAAFI—AT YOUR SERVICE

Here are but a few of the many ways in which Naafi serves the RCAF . . .

- NAAFI provides RCAF units with a wide range of commodities for service messing.
NAAFI canteens serve Canadian units and airmen attached to British units.
NAAFI supplies all kinds of canteen goods for units without a Naafi or a Canadian Philanthropic canteen.
NAAFI clubs in Britain and overseas offer many amenities for Canadian Forces.
NAAFI mobile canteens serve remote or scattered units.

NAVY, ARMY AND AIR FORCE INSTITUTES

Ruxley Towers, Claygate, Esher, Surrey

Synthetic Fliers

Remain on Deck to Fly 1,000 Miles

Nowadays a flight engineer u/t can partake in a 1,000-mile flight, perform his customary duties of engine priming, setting the throttle and running up, making the switch over from one fuel tank to another, watch over the action of his 40 odd instruments and log the complete journey, all without leaving the shelter of the hangar or rising higher above the ground than he can jump.

This is possible through synthetic flying, used extensively for the training of Canadian and other Empire personnel on one of the largest RAF stations in Britain. The grounded kite is made up of the disembodied noses of four-engined bombers with all pilot and flight engineer controls intact.

Every instrument registers just as it does in normal flight, but the only source of power is a 3 h.p. electric motor. If the prospective flight engineer makes a mistake the engine will refuse to start or, if already running, will stop. During a wingless flight, trainees can be presented with practical problems.

Perhaps the indicator on a petrol gauge will drop, as if a fuel tank had been holed. The u/t will have to decide which of the remaining tanks he will use for each engine and at what speed and altitude he will advise the pilot to fly in order to conserve his fuel.

A flight engineer is the technical adviser to the pilot on the functioning of the engines, fuel, oil and coolant systems, both before and during flight. He also ensures effective liaison between the captain of the aircraft and the maintenance crews on the ground, carries out emergency repairs in the air, acts as a standby air-gunner.

In certain types of aircraft



Student flight engineer studies panel.

the flight engineer has to be able to act as pilot's assistant, to the extent of flying straight and level on a set course. Therefore the training of a rookie engineer must cover a much greater field than synthetic flying.

Physiological aspects of high altitude flying, physical and combatant training and ground-

ing in meteorology and navigation may seem a little removed from the duties of an engineer, but they all play a part in technical training. Beyond this is dingy drill and fire-fighting in aircraft.

Theoretical instruction, given in the classroom by officers of the RAF education service, keeps slightly ahead of the

workshop tuition, where theory becomes practice. Every shop has some 360 airmen, working in groups of eight or nine, each under its own instructor.

Here the trainees study the operation of hydraulic gear, watch automatic pilot demonstrations, inspect the pipe-lines of the oxygen apparatus. Explanation is made by blackboard, models and gadgets. Airframes, electrical circuits, instruments and instrument flying panels are part of the multitude of subjects covered in this all-inclusive course.

The lighter side of life is not forgotten on this station. Complete under one roof are the cinema, gymnasium, theatre and swimming pool. Here the Canadians can play basketball, then in next door for a hot shower. Baseball has also had a popular season and the Canucks have managed to get some hard ball equipment.

Canadians do their training side by side with Englishmen, but a special RCAF unit has been formed to administer Canadian personnel, commanded by W/C H. M. Nelson, Toronto. F/L Victor Willing, Vancouver, formerly with the Wildcat squadron, is unit adjutant.

An immediate DFC was awarded to a flight engineer graduate after bringing back single handed a Halifax from a raid on Hamburg. While crossing the coast they were attacked by eight Ju88s, killing the reargunner and wounding the pilot. After a second attack only the flight engineer and the mid-upper gunner were able to remain at their posts.

The flight engineer took over the controls and flew on to bomb the target. With two engines on fire, he flew safely back to base. This might not have been possible had it not been for the thorough training he had received at this station.

NIGHTHAWKS FLY OFF BELGIAN SOIL

Belgium.—The Nighthawk squadron, first Canadian night-fighting unit to operate from a base in France, is now flying its night patrols from an airfield in Belgium.

The new move puts the squadron still closer to the battle front where the Luftwaffe is most likely to concentrate its now diminished night force. Since the squadron started operations from this side of the Channel, German night activity has been at its lowest ebb since D-day, and very few raids in any strength have been attempted. It is thought, however, that Germany's remaining air strength, nightfighters may comprise their single force, and the RCAF Mosquitos are waiting for its appearance.

THREE JOUSTS

The tour of operations just completed by F/O Dan Lybbert, Glenwood, Alta., Leaside squadron navigator, included a three-time attack over Sterkrade by a Ju88, one from a FW on a bombing run at Karlsruhe and another from a Ju88 just before bombs were dropped on Essen.

COMMISSIONED

Bomber Officers.—W. P. Trask, Carleton Place, Ont.; H. E. May, Cayuga, Ont.; S. F. H. Kelly, Moncton, N.B.; R. H. B. B. S. Kelly, G. F. Macgregor, Vancouver, B.C.; A. D. Aumell, Montreal; B. G. Betts, Lindsay, Ont.; J. J. Pigeon, Stratford, Ont.; D. W. Pease, Northport, N.S.; P. J. Hagarty, Windsor, Ont.; W. H. Wilson, Piapot, Sask.; J. Presbault, Hawkesbury, Ont.; W. H. Mountain, Stratford, Ont.; G. M. Wadson, Red Deer, Alta.; E. B. Norrko, Montreal; H. I. Shepherd, Toronto; J. J. M. Powell, Quebec City; W. S. Bryans, Winnipeg; R. R. Enos, Montreal; R. B. Ellis, Toronto; R. J. McCallum, Ottawa; D. J. Mitchell, Tyvan, Sask.; W. S. Clark, Vancouver; J. O. Williams, Nanose Bay, B.C.; W. W. Vance, Ottawa, Ont.; P. E. Patterson, Pilsbush, Myram, Alta.; L. W. McPhie, Vancouver; P. W. Manchild, Toronto; P. A. Albertson, Vancouver; E. M. Erickson, Winnipeg.

Gunnery Officers.—A. Hague, Toronto; J. P. H. Boleau, Gravelly, Que.; J. J. McNeill, South West Hat, P.E.I.; S. Saprunt, Trail; D. B. Carter, Windsor, Ont.; W. E. Jones, Wexford, Ont.; D. H. Wright, Ottawa; C. R. Rose, Vancouver; W. H. Pool, Bowden, Alta.; E. S. Neill, Windsor, Ont.; N. Cushman, Toronto; W. W. Vaince, Ottawa, Ont.; E. E. Patterson, Hamilton, Dalessandro, Sudbury, Ont.; R. R. Smith, Star City, Sask.; H. W. Thompson, Western, Ont.; P. B. Corbell, Bonfield, Ont.; J. C. Code, Alvinston, Ont.; K. J. Dugdale, Russell, Ont.; D. G. Curry, Alberton, P.E.I.; R. R. Devon, Sault Ste. Marie, Ont.; C. R. Klose, Boissersin, Man.; C. P. Surles, Lake Charles, La.; R. A. Macmillan, New Glasgow, N.S.; W. E. Hamer, Stratford, Ont.; M. Scottie, Toronto; H. R. Walters, St. Catharines; M. Becker, Montreal; R. A. Gibson, Winnipeg; H. A. White, Vancouver; L. G. Bevan, B.C.; E. Ste. Marie, D. R. Gibson, B.C.; E. H. Brown, Fort Erie, Ont.; W. Parkin, Hamilton; R. R. Walker, St. Catharines; D. M. Draper, North Bay, Ont.; P. P. Porter, Calgary; P. Kohut, Didsbury, Alta.; W. E. Berry, Central Butte, Sask.; J. R. Waddell, B. Toronto; B. Carrigan, Leppard, Alta.; W. Countryman, Teed, Ont.; W. C. Connelly, Toronto; D. N. Shultz, Washington, D.S.A.; A. R. Somerton, Pakenham, Ont.; C. R. Taylor, Winnipeg; J. W. Morris, Windsor, Ont.; F. K. Jones, London, Ont.; J. Nastuk, Toronto; H. L. Bell, St. Catharines; E. Hertz, Swansea, Ont.; R. A. Smith, J. C. P. Lloyd, Aymer, Ont.; P. E. McNally, Montreal; D. J. Brown, Prescott, Ont.; J. L. Samwald, Great Falls, Man.; E. Kelly, Toronto; G. N. Oxner, Dartmouth, N.S.; R. D. Kerr, Langford, Alta.; H. W. Robinson, Calgary, Ont.; R. H. Kansas, Toronto; D. L. Johnston, Owen Sound; J. J. Wadson, Hamilton, Bermuda; L. L. Reisman, Milnar, B.C.; F. E. Pletcher, Hamilton; D. R. Parkinson, Unionville, Ont.; F. Slevar, Welland, Ont.; Y. J. Leber, Chatham, Ont.; J. J. Penica, Elphinstone, Man.; N. Martin, Castlegan, B.C.; G. P. Fero, Toronto; P. B. Potts, Bracebridge, Ont.; Lagimodiere, St. Val, Man.; G. J. Phelps, London, Ont.; D. S. Marsden, Calgary.

Flight Engineers.—N. A. Smith, Kelowna, B.C.; H. J. Jones, Seblac, Sask.; J. W. Madson, St. Thomas, Ont.

Wireless Operator Operators.—H. A. Oallvie, Toronto; N. R. Carter, Windsor, Ont.; J. A. H. Marlin, Kamloops, B.C.; P. C. Hindmarsh, Edson, Sask.; E. A. Barker, Vancouver; C. G. Pallett, Toronto; R. M. Kipter, Markle, Indiana; W. H. Tomlinson, Kingston; L. J. Rouse, Montreal; W. J. L. Davis, Keewatin, Ont.; G. A. Slater, Fort William; P. H. Green, Parkstone, Dorset; L. S. Paterson, Kenora; L. P. Bailey, Montreal; W. A. L. Coldwell, Toronto; R. J. Misner, Niagara Falls; W. C. Dickson, Biggar, Sask.; H. R. Harvey, Chatham, N.B.; R. H. Cochrane, Toronto; N. B. C. Stevens, Port Amhurstburg, Ont.; M. H. P. Conrad, Halifax; A. J. Inch, Allerton, Ont.; W. C. Galloway, Glenora, N.S.; J. W. McDonald, Priest, Pond, P.E.I.; R. F. Doody, Ottawa; J. McIveen, Vancouver; J. Bellavance, Rimouski, Que.; A. C. Jones, Vancouver; H. C. Stevens, Port Arthur; D. C. McGregor, Carleton Place, Ont.; A. P. McDowell, Lethbridge; W. A. Barker, Portland, Ont.; J. E. B. A. Cote, Montreal; H. C. Chambers, Montreal; H. P. H. Grigsby, Lachine; J. J. Woodstock, Toronto; H. T. Morris, Port Alberni; B. J. Brunson, Toronto; T. L. O'Keefe, North Bay; R. G. Rawie, Merriton, Ont.; E. L. Burygo, Port Arthur; F. W. Baise, Kitchener; H. C. McMullen, Keylor, Alta.; B. Paul, Montreal; J. Fleat, Kelowna, B.C.; J. L. Pelletier, Edmundston, N.B.

Navigation Officers.—H. A. E. G. Smith, Saanichton, B.C.; T. M. Ryan, Quebec City; J. Sonahine, Toronto; B. A. J. Sibers, Moose Jaw; A. Murdoch, Toronto; G. A. Bullock, Toronto; F. J. Peacock, Toronto; F. Willis, Calgary; D. J. MacLeod, Hawkesbury, Alta.; W. G. Keelan, Sarnia; J. G. Durrant, Calgary; S. Simm, Toronto; H. W. Luss, Manville, Alta.; P. G. Turquist, Glenworth, Sask.; P. G. Beaspre, Toronto; W. T. Balfour, Toronto; J. K. Dalgleish, Regina; G. C. Harman, Cadboro Bay, B.C.; C. K. Rice, Bramford, Ont.; W. H. Sheridan, Timmins, Ont.; W. J. McNeil, Toronto; W. M. Adams, Toronto; G. R. Mills, Fernie, B.C.

Navigation Officers (B).—B. V. Starrup, Ottawa; R. W. Fox, Toronto; L. B. Post, Royalton, Vermont; D. C. Sinclair, St. James, Man.; M. Kutyn, Edson, Alta.

Pilots.—O. F. Fielding, Nanaimo, B.C.; H. W. Loring, Norwich, Ont.; J. G. B. Hall, Sykes Farm, Man.; H. C. Byrd, Tulsa, Oklahoma; J. Bourgeois, Blain, Lake, Sask.; M. McPherson, Myrtle, Man.; J. P. Young, Regina; D. J. Wells, Eastend, Sask.; G. P. Brown, Danville, Que.; R. H. Tate, Parry Sound, Ont.; P. Bula, St. Catharines; W. H. Gallauger, Winnipeg; P. D. Hittle, Calgary; F. A. Corbett, Regina; L. E. Morgan, Calgary; D. R. Saunders, Ottawa; L. P. Sykes, Saskatoon; F. W. Bell, Saskatoon; R. A. Shannon, Hamilton; R. L. Pascoe, West Osprey, New Hampshire; W. G. Austin, London, Ont.; J. A. Tease, Winnipeg; H. C. Smith, Calgary; S. McCracken, Potsdam, N.Y.

J. D. Hamilton, Toronto; K. M. Cooke, Ottawa; A. W. Hutchins, Mimico, Ont.; H. Garson, Halifax; A. C. Waits, Merrickville, Ont.; G. B. Smith, Glenwood, Alta.; K. J. Williams, Port Colborne, Ont.; D. C. Reid, Montreal; R. P. Macmillan, Ottawa; E. Strong, Sault Ste. Marie; R. B. Stewart, Hollywood, Calif.; C. E. G. Heaven, Lethbridge; L. A. Twiter, Edmonton; W. T. Jensen, London, Ont.; J. A. Beale, Estevan, Ont.; D. E. Maclean, Summerside, P.E.I.

Flight Engineers.—N. A. Smith, Kelowna, B.C.; H. J. Jones, Seblac, Sask.; J. W. Madson, St. Thomas, Ont.

THUNDERBIRD AIRMEN LIVED WITH PATRIOTS

Shot down in flames over France by a Ju88, F/O Bill Gerard, Vancouver, pilot, and P/O Douglas Sam, Chinese-Canadian citizen of Victoria, B.C., rear gunner, are back with the Thunderbird squadron after two months living in the shadow of the Gestapo and working with the French underground. Landing near a canal, Gerard was picked up by several members of the Maquis. After identification he became an active member of the underground movement. Armed with rifles and machine guns they battled with the Nazis, blowing up several telegraph stations. Finding refuge with the underground, P/O Sam spoke of friendly French policemen who moved him around when it was thought the Gestapo were becoming suspicious.

BOGUS BEASTS BASK ON BOCHE AIRFIELD

Belgium.—Canadians arriving at an airfield hastily evacuated by the enemy, found cattle, horses and even colts made of plywood, which could be dragged out on to runways for camouflage purposes. Typhoon fighter-bomber pilots with the wing now occupying the airfield, view with critical eyes any long, level-looking pasture with cattle and horses grazing, when flying over enemy territory.

Decorations

Members of the RCAF who received the DFC, non-immediate, in the latest list of awards in the London Gazette, include:

W/C L. H. Lecomte, Acton Vale, Que.; W/C A. J. Lewington, Oshawa, Ont., CO of the Porcupine squadron; W/C G. A. McKenna, Ottawa, Ont., CO of the Snowy Owl squadron; W/C A. D. R. Lowe, Calgary, Alta., S/L A. V. Dunphy, S/L G. R. Pushman, S/L F. V. Taylor, S/L R. C. Deegan.

F/Ls H. H. Miller, J. H. W. Yeates, R. B. Baroni, J. E. Durocher, D. C. Evans, C. C. Fisher, B. G. Hughes, K. E. Johnston, J. G. Lee, N. G. Loudoun, A. I. MacDonald, D. W. Morison, J. W. Perry, W. L. Reinhardt, DFM, F. R. Shedd, W. E. Adams, E. J. Alberts, R. P. Baker, J. M. Barker, J. C. Cooper, T. K. Edwards, E. M. C. Franklin, W. T. Gee, G. M. Goodman, C. R. Jones, L. J. Kennedy, C. G. Kerr, J. A. MacDonald, K. A. Matheson, J. D. Dawson, R. T. Obee, E. B. Palmer, C. P. Shannon, J. C. Shuttleworth, G. D. Stark, J. R. Walker, J. C. Wells, W. M. B. Wood.

F/Os N. G. Barker, R. J. Bayne, D. A. Bell, W. B. Byers, G. A. Cantrell, D. D. Carr, J. R. Coffey, W. Conley, W. G. Corbett, R. V. Daly, H. K. deBeck, R. Devitt, G. A. Greene, J. E. Hall, G. F. Harkins, J. T. Head, W. F. Hill, T. S. Horswill, C. M. Huget, J. E. Logan, A. B. Lyndon, E. J. McConkey, G. McCracken, L. G. McDonald, A. N. MacLennan, E. A. Moore, W. B. Newman, H. W. O'Gorman, J. Pawlyshyn, J. Peake, L. T. Raynsford, Timmins, Ont., R. T. Reid, H. B. Rhude, G. M. Rogers, J. Skolnik, D. E. Smith, F. F. Snell, A. C. Stark, L. D. Swenerton, M. E. Talmage, W. S. Telford, J. S. Wallace, A. V. Watson, W. L. White, J. L. Widdis, F. E. Woodland, D. H. Woodley, R. E. Woods, J. M. Bourassa.

P/Os T. R. Bailey, N. Banika, M. Bartman, W. J. Blackburn, E. A. Burke, M. A. Carson, J. A. Cerat, G. W. Chase, E. M. Cooper, A. F. Crain, W. A. Curtis, W. J. Ellwood, L. N. Fraser, N. A. Goulet, M. A. Grace, A. H. Hegseth, J. R. Holland, S. G. Hordal, W. G. Ingleby, G. S. James, A. B. Johnson, O. E. Jones, K. E. Keegan, G. L. W. Launey, B. H. Lefurgey, J. A. McCrory, D. W. McIvor, C. L. Mims, L. L. Mitchell, J. M. Monahan, A. A. Moore, G. H. Norris, J. Nowazek, W. J. Pearson, S. W. Posner, F. W. Prentice, J. J. Rabchak, G. A. Rice, A. J. Ross, A. E. Styles, N. L. Thompson, A. E. Tomkinson, A. L. Weaver, R. P. Allen, R. H. Gundy, W. J. Hope, L. E. Jones, R. A. McCunn, K. G. Wilde, W. H. Nash, and B. J. F. X. Vanier.

W/Os G. W. Annesley, E. Bannoff, G. A. C. Eby, E. G. Spanner, C. R. Thrasher, and R. E. Zwicker.

CASUALTIES

MISSING, BELIEVED KILLED IN ACTION

J. R. Alexander, F/O; D. K. Adair, F/O, Winnipeg; T. A. M. Christie, F/O, Vancouver; G. J. T. Dunlop, P/O, Westmount, Ont.; J. G. Cohn, F/L, Winnipeg; J. Handruk, F/S, Oshawa, Ont.; D. Hughes, F/O, Toronto; R. E. Warren, F/O, Yorkton, Sask.; G. C. Welch, F/O, Windsor, Ont.; J. S. Winder, Sgt., Ononole, Man.; G. H. Blachford, F/O, Colesburg, Sask.; R. E. Carter, F/O, Burkston, Ont.

MISSING

A. T. Armstrong, F/O, Millbrook, Ont.; E. M. Beaton, F/O, Moose Jaw; L. Blanchard, W/O, Tezo, Sask.; R. L. Botsford, P/O, Toronto; D. N. Cameron, F/O; R. E. J. Campbell, P/O, Montreal; L. W. Cartwright, F/O, Montreal; W. J. Chudzik, Sgt., Winnipeg; J. W. Colyer, F/O, St. James, Man.; G. A. E. Compton, W/O, Kildonan, Man.; J. J. G. Dagenais, F/O, Montreal; G. A. Diens, P/O, New Westminster; A. J. Doran, P/O, Belleville, Ont.; E. D. Dubeau, Sgt., Parry Sound, Ont.; E. R. Duffin, W/O, Winnipeg; C. V. Wynmond, F/O, London, Ont.; J. M. Emery, F/O; A. G. Fairless, P/O, Medicine Hat; N. F. Fitton, P/O; W. H. Goodwin, P/O, Basle Verte, N.B.; M. J. C. Haskenson, F/O, Berwyn, Alta.; A. E. Hall, F/O, Trail, B.C.; J. D. Hall, S/L; F. G. Harrop, P/O, Winnipeg; I. L. E. Gould, Sgt., Brockville, Ont.; S. W. Lough, F/O, Winnipeg; R. W. Hewitt, F/O, Windsor, Ont.; L. Holway, P/O, Chipman, Alta.; W. V. Ireland, Sgt., Heintzel, Man.; R. M. Irwin, P/O, Shelburne, Ont.; R. G. Kelso, F/O, Toronto; P. L. Kaleda, F/O, Winnipeg, Man.; G. H. Kyle, P/O, Vancouver; J. D. Lancaster, F/O, Michel, B.C.; F. H. Lang, F/O, Fort Williams, Ont.; W. C. Leaming, F/O, Leaside, Ont.; R. B. Learn, F/O, New Westminster; P. S. C. Lesze, P/O, Norfolk, Mass.; J. A. Ludwig, Sgt., Brownie, Sask.; A. MacDonald, F/L, Stamtord, Ont.; J. A. McElther, P/O, Hamilton, Ont.; G. C. McIvor, F/L, Meadow Lake, Sask.; D. C. McPherson, Sgt., Vancouver; J. M. McPherson, Sgt., Blenheim, Ont.; G. O. Massicotte, F/S, Sudbury, Ont.; A. J. F/O, Montreal; S. Mait, F/O, Windsor; P. J. H. V. Nowlan, P/O, Moncton, N.B.; G. Parsz, Sgt., Montreal; E. J. Pawlitz, F/O, Abbey, Sask.; R. C. Pearson, F/O, Pincher Creek, Alta.; R. J. Phillips, P/O, Edmonton; T. O. Pledger, F/L, Toronto;

KILLED ON ACTIVE SERVICE

G. M. Anderson, Sgt., Kincardine, Ont.; G. R. Cashup, W/D, Toronto; A. D. Cooper, P/O, Niagara-on-the-Lake, Ont.; F. A. Dixon, F/O, Toronto; C. M. Hodges, Sgt., Toronto; R. E. Simpson, P/O, Moose Jaw; D. Tittman, F/O, Montreal; E. Unterschler, F/L, Hilda, Alta.

PREVIOUSLY REPORTED MISSING. NOW REPORTED PRISONER OF WAR. J. M. D. J. Duzas, F/S, Inwood, Man.; M. Rabinovitch, P/O, Medicine Hat, Alta.

"MOLTO BUONO, NO?"



-but you can USE VICTORY BONDS

MOSQUITO SQUADRON PILOT DESTROYS 8, DAMAGES 5

Record Kill Racked Up On Offensive Sweep Over Germany's Baltic Coast

A lone RCAF Mosquito of Fighter Command destroyed eight Nazi aircraft and damaged five more on an offensive patrol to the German Baltic coast Sunday morning. F/O S. P. Seid, San Francisco, piloted the Mosquito with F/O Dave Mackintosh, Stanstead, Que., as navigator.

Bird Opposition

The Germans were caught off guard, and did not fire a shot at the Mosquito. Opposition was provided by a flock of birds which crossed the Mosquito's path on the homeward trip.

After visiting a number of airfields, Seid and Mackintosh found one near Stargard, where a large Nazi parade was in full swing on the field. "There were a number of aircraft dispersed about the field in tight little bunches," said Seid. "We made two runs across firing with cannon. An Me110, Me109, and a Ju87 went up in flames and two Me109s and an unidentified twin-engined aircraft were badly damaged."

Several other places were visited, but there was no more shooting till the Mosquito pair reached Kolberg where "a whole flock of Ju88s were dispersed." "We went in with our cannon," the pilot continued, "and I was so excited I forgot about my machine guns. Five of the planes must have been just re-fuelled for they went up with terrific internal explosions and sheets of flame. Another two were pretty badly damaged before we left."

Ground crews who serviced the Mosquito on its return found five large holes in the wings and tail assembly from the encounter with the birds.

NEW BOSSES IN TYPHOON GROUP

Holland.—Former leader of the City of Montreal Typhoon squadron, S/L Frank Grant, DFC, Montreal, has been promoted to the rank of wing commander to command the fighter-bomber wing in which he served as a squadron commander.

This was just announced by G/C Paul Y. Davoud, DSO, DFC, Kingston, airfield commander, along with several other new appointments within the squadrons.

F/L Ross F. Reid, Toronto, a former flight commander in the City of Montreal squadron, has been appointed to command the squadron of S/L Jack Beirnes, DFC, Tofield, Alta., and promoted to squadron leader. Beirnes has completed his tour. Reid's flight is taken over by F/L Robert Coffey, Greenview, Ill.

F/L A. E. Monson, Cody, Wyo., has been promoted to the rank of squadron leader, to lead the City of Ottawa squadron.

F/Os James Hogg, Ottawa, and Charles Burgess, Fredericton, N.B., have been promoted to flight lieutenant to command flights in the City of Westmount squadron led by S/L Kenneth Fiset, DFC, Outremont, Que.



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 5jd. packets (incl. tax).

NIGHTFIGHTER SCORES Do217

Belgium.—The first enemy plane, a Do217, to be shot down by Canadian nightfighters operating from an airfield in Belgium was sent down in flames near the Ruhr town of Hamm by S/L Stan Fulton, Vancouver, of the Nighthawk Squadron.

The Vancouver pilot and his navigator, F/O Bert Ayton, London, England, saw many fires burning in the town near the spot where the Dornier crashed. It was the first kill for the pair, both on their second tour. The Nighthawk's total since D-Day now stands at 34.

BOMBER UNITS SMASH QUOTA

The 7th Victory Loan campaign took off with a bang among Canada's bomber boys as several units in the group topped their quotas on the first day of the official two-week drive.

Scoring the loudest bang were the renowned Alouettes, who turned in a smashing 202 per cent. of objective with 13 days still to go. They were followed by the Bluenose squadron with 121 per cent. of quota, while other units well over the goal set for them included the Bisons, the Iroquois, the Ghosts and the Moose squadron.

The Canadian group as a whole, although its quota in this loan is 50 per cent. above that of the preceding one, reached an impressive 76 per cent. of the higher mark at the close of the first day's business.

An innovation adopted for the 7th Victory Loan is the presentation of a pennant by Air Vice-Marshal C. M. McEwen, MC, DFC and Bar, AOC the group, to the bomber station showing the best results when the drive ends.

Leading the pennant race on the initial day was the station from which the Moose and Ghost squadrons fly.

FLIERS SAFE AS M.O. RUSHES TO CRACK-UP

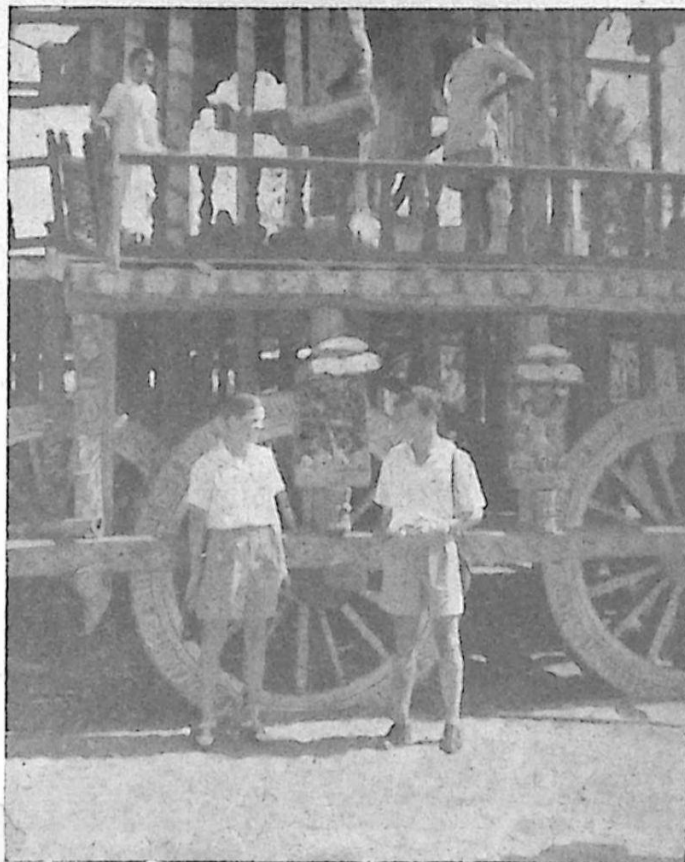
Mentioned in dispatches recently for an incident which still wins chuckles in the Buffalo squadron, F/L Grant Beacock, Chapleau and Kingston, Ont., is a very much appreciated medical officer.

One day in January, F/L Beacock heard that a Beau had just crashed on take-off with a full load of incendiary and cannon shells and gasoline. He sprinted out to his ambulance, rushed as close to the burning kite as he could, and bounced out with his emergency satchel in hand.

Waving back a group of airmen, the MO ran straight to the plane due to explode at any moment, and beat a hasty retreat when he saw it was empty just before the explosions started. F/O W. K. McGrath, Bartonville, Ont., navigator, had dragged the unconscious pilot, F/O Johnny Cummings, Ottawa, clear of the crash. McGrath was awarded the George Medal.

Bystanders had told the MO the fliers were safe, but he was so intent on speed he didn't hear them.

BIG WAGON



It takes 800 men and women to haul this giant float through the streets of Puri, on the east coast of India. It carries the gods of the temple of Jagannath in their annual religious procession. F/Os Pete Horner, Minnedosa, Man., and Frank Keetley, Moose Jaw, shown beside the big cart, saw the parade this year. (Official RCAF Photograph.)

Figures Prove Airmen Boast Huge Appetites

Belgium.—Canadian Joe Erks and their brothers in the RAF in this part of the country have hearty appetites; according to officials of the Malcolm Club for air force non-coms in Brussels. During the first week of operation they knocked back 35,000 mugs of tea, 22,500 cakes and pastries, 5,000 pints of beer, 600 three-pound loaves of bread, and several mountains of ice cream.

GROUNDCREW DON QUEER HEADGEAR

Italy.—Working caps among the City of Windsor squadron ground crew are really something. The headgear with which the boys cover their noggins while tinkering with Spitfires would send a station commander in Canada cross-eyed at first glance. Weird is the word and it is a collection. Derbies, Jerry, Eye-tie and Yank issue, baseball caps, skull caps with almost 57 varieties, felt hats, peak caps, an international assembly of sailor hats, straw hat and even a cowboy's five-gallon effort.

It is said that when the crave and rage was at its height, the then commanding officer took his men aside and declared that he didn't mind what they wore, or didn't wear, on camp, but when he saw them off camp he wanted to know whether their lot was thrown in with the British or Germans, and from which branch of the service they drew pay.

FLAK GIVES BOMBER MAN SURPRISE CALL

Navigator with the Bison squadron, F/O D. C. Pole, Sarnia, Ont., had a narrow escape when flak tore through the navigation table of his Halifax where he had been leaning seconds before.

"I figure I was a lucky guy," he said. "I had just leaned back to take a stretch, when that flak burst came through my table. It would probably have taken my head off."

F/O Pole had just returned to operational duty with the squadron after spending two months in hospital from flak wounds in the leg.

Mobile Men Keep Warm With Hallowe'en Garb

Holland.—So original are the sleeping clothes designed by the members of this mobile wing against the chill of October nights that a midnight parade would probably look like a Hallowe'en party. In addition to their clothing the Canadian air and ground crews have exercised ingenuity in bed warmers, foot comforts and other heating appliances to mitigate the discomforts of tenting.

Probably the strangest and yet most practical garment is that devised by an educational officer who complained that the ventilating flap caused the wind to blow down his neck, no matter how his bed was turned. He modified one of his blankets so it formed a hooded robe not unlike that of a monk. Now he tucks himself into his robe and then tucks the robe into the camp bed, unmindful of the humorous remarks of his tent mates.

"There's only one drawback," he explained. "If I turn over suddenly in bed I have to fight my way up for air until I figure out which way the opening has turned."

The customary long underwear has proved a boon to the airmen who once complained that they were too long. A stocky flight sergeant grinned and offered: "I just tie the legs where my feet end."

Even the hardest of the potential sleepers seem to have adopted the temporary comfort of towels wrapped around their heads and tucked under a sweater. The stockings which didn't fit also came in for use. A lean corporal had the distinction of being the only airman in his tent to remain civilized by wearing vivid blue pyjamas—a gift in a parcel from home; that is, until it was observed he was not removing his winter underwear before donning his impressive attire.



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"What Did You Do?" Easy Question for One Gent

Parachuting unconscious from a blazing bomber was the prelude to several weeks of adventuring with French patriots for F/O Bruce Armstrong, Peterboro, Ont., navigator, adventures which will highlight his stories of service overseas for his wife and daughter and parents who are expecting him home shortly.

Amnesia

Armstrong does not remember his descent from the bomber, set on fire by a Nazi night-fighter over a French target last May. He recalls strapping on his chute and struggling to the escape hatch.

His first conscious thought was of being moved from the branches of a tree into which he had landed. In a French farmhouse a doctor diagnosed his injuries as concussion, severe lacerations, sprained back and injured eye.

In the farmhouse he received every kindness, and when his condition permitted he met the local Maquis leader, and after a short conversation the Maquis had another member.

Turns Saboteur

"Our job consisted principally in sabotaging German supply lines," he related. "We would go out in small groups at night and hide alongside a road over which German convoys travelled. We would toss a few grenades, blaze away with our guns, and then fade into the darkness."

After D-Day he moved to Belgium to join patriot forces there. It was here that he spent an evening in a Belgian pub, almost shoulder to shoulder with German soldiers.

"The average German soldier hasn't much on the ball mentally," Armstrong said. "But we developed a healthy respect for the Gestapo, the SS boys and the Hitler Youth. They are full of Hitler, and to them killing is a part of living."

The young navigator confesses he was shaken by a shooting he witnessed. A peasant waved at an American plane, and a Gestapo man shot him "the way we'd kill a fly and with less compunction."

His most amazing experience was his attendance at a meeting between three German soldiers and some Maquis. After an excited discussion the Germans surrendered their arms and deserted, convinced their position was hopeless.

LEASIDE JOES POST RECORD

Leaside squadron's fitters, riggers, armorers, instrument men, electricians, wireless mechanics, radio mechanics, and photo section—the men behind the maintenance of the squadron's Halifaxes—can take a collective bow.

For the month of September the Leaside squadron set a record for RCAF Bomber Group in the all-important matter of non-starters and early returns from bombing missions because of mechanical trouble.

Never before in the history of this group has a squadron turned in a perfect mark showing no non-starters and no early returns. In that month, too, well over 200 aircraft were sent out on their bombing missions.

S/L W. E. R. Boone, Indian Head, Sask., station engineering officer; W/C D. D. Carr-Harris, London, Ont., base engineering officer, and W/C M. M. Smith, Montreal, group engineering officer, are leading the cheering for the Leaside ground forces.

"It's their show. They did a marvellous job," said S/L Boone.

PILOT CRASH-LANDS IN HOLLAND ON 13TH

On his 13th operational flight with the City of Westmount squadron, F/O Al McBride, Kingston, Ont., crash-landed on a Dutchman's farm just behind the front line in Holland. The reception by the farmer was cool and correct until he discovered that McBride was not a German. Then he couldn't do enough to help him.

On a borrowed bicycle he reached an American unit, but they were leery about going back to the crash as it was so close to the enemy lines. They did go finally, only to find the kite surrounded by Nazis and on fire. F/O Bertal Walsh, Ottawa, and F/S Robert Malo, Ottawa, arrived at the American HQ shortly after McBride and returned with him in a jeep.



Not only a very efficient tooth paste, but an extra large tube of it. (Well, maybe, not QUITE as big as the proportions of our illustrations would suggest!). Nevertheless, it is a 'larger-than-usual' size. Without harmful abrasive action, Perox Tooth Paste removes film and stains, leaving the teeth white and the mouth refreshed.

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Flying with a Beaufighter formation in the Aegean area, F/O Burgess Beare, DFC, Port Perry, Ont., came across a skyful of Ju88s. When the battle smoke cleared three were destroyed, one damaged and one probable, all to Beare's credit. This excellent bit of shooting has been rewarded with an instructor's job in a Middle East RAF training station.

Back in 1937, Sgt. Gerald Bouchard, Halifax, N.S., came to England to see the coronation. He saw it, but he also joined the RAF as an armorer, so never returned to Canada. In 1941 he went to the Middle East and served during the Alamein campaign. At this time Sgt. Bouchard's unit arrived at an airfield ahead of the army and found the enemy still in possession. "Fortunately," he said, "they thought we were the army and beat it off one side of the field just as we arrived at the other."

Piloting a Wellington with the top scoring crew in his coastal Command unit, S/L Hubert Kellor, DFC, Mitchell, Ont., knows the Dutch coast like the back of his hand. Together with F/O Charles Wondolowski, DFC, Bridgeport, Me., he has taken part in 35 missions, 14 of which were night attacks on German shipping. Other Canadians on the squadron include P/O Joe Nieralka, WAG, Selkirk, Man., P/O Bernie Forbes, WAG, Westlock, Alta., and P/O Bill Norquay, WAG, Selkirk, Man.

Driving an ambulance in London's East End after the beginning of the war, F/L Mike Braden, Orillia, Ont., later returned to Canada to join the RCAF. He washed out as air crew and remustered to flying control duties. He is now working on an isolated RAF station in the Middle East. He has had mishaps on two Atlantic crossings. One was a mid-ocean collision and the other was the loss of part of his convoy.

Winner of a service heavyweight boxing title and now commander of a 63-foot ASR launch, P/O Jack Briggs, Victoria, B.C. followed the desert push from Alamein. He assisted in the rescue of airmen from the English Channel during the Battle of Britain days. His biggest chuckle of the war came when he was rescuing a Jerry airman. "When we drew alongside," he said, "I took out a big jack knife to cut off his parachute harness. He must have thought I was going to carve him up. You never saw a guy look so scared in your life."

Four Ju52 troop carriers were destroyed and a fifth was a probable when F/L Rod Phipps, DFC, Strome, Alta., came across an enemy flight on a Mediterranean patrol. Phipps is now at a RAF Middle East training station, having completed a tour. Another Canadian screened from further operations is navigator F/O J. R. Bower-Binns, Aylmer, Ont. With more than 35 operations to his credit, 12 of them to major German targets including Berlin, Stuttgart, Kiel, Karlsruhe and Frankfurt, he has never been attacked by enemy aircraft.

However, the crew has put in plenty of ack ack hours. On the way back from a Berlin attack they were coned by searchlight for 10 minutes while Jerry gunners surrounded them with flak. "The skipper did some wizard weaving, took us right through the flak and out of the lights," said Binns. "We dropped from 20,000 to 10,000 feet as a result of the evasive action."

A three-year flying partnership was terminated recently when F/O W. Cohen, Montreal navigator, said good-bye to his captain, having completed a tour and receiving his repatriation to Canada. Cohen and S/L Don Hannah, RAAF pilot, were crewed up in 1941. The crew was assigned the job of flying Lord Swinton, resident minister of West Africa, on inspection tours in the Belgian Congo, Nigeria, Gold Coast and other places during their rest period between tours.

When things get your goat—



ATTENTION, HENNIKER!

TEA REVIVES YOU

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BACKSTAGE



Sneaking round backstage, an RCAF photographer got this shot of the W-Debs, in those hectic moments between acts. (Official RCAF Photograph.)

BLACK BULL BOYS

Shell Out 'em Shekels

It's that time of the year again! The time when Joe Erk is asked to subscribe 50 bucks, while S/L Triplering writes a cheque for 500 simoleons—we hope. Just to make sure that S/L Triplering doesn't "forget" to buy, he's nominated to be campaign manager, with the "privilege" of buying the first bond in his section.

Top Scadgers

Heading the official list of canvassers in the A/CO, W/C H. R. F. Dyer, with his adjutant, F/L Collie. The camp is divided into two sections led by W/C Givins, S/L Lamb, S/L Allen and S/L Hammett. Our quota has been upped by 20,000 skins this time, but with all four sections competing that \$740,000 should melt like ice in Vancouver.

The grapevine has it, men, that if our quota is subscribed in four days we all get a 48, or something, so step right up and take your half dozen.

There's a dental captain who is allergic to piano accordions and who has an all-fire desire to sing "Ramona"—in Greek—, so if any of you fellows who own a squeeze-box see Capt. Art Kalfas, Montreal, heading your way, hide the darn thing, break it, do anything you like to it, but be sure you dispose of it, or you'll sit through one miserable ordeal. We also learned that Kalfas is fond of Edgeworth tobacco.

Home on Leave

Flight-Engineer Sgt. Jack de Bagheera, Val Morin, Que., really gets around. He had supper in Brussels one night recently, and the next day ate his breakfast with the Black Bull Boys. Jack is of Belgian birth, so wangled a 14-day-leave and a flip to see his old friends. He saw a newly-freed city express its joy for Canadian and British soldiers. He lost his Canada badges and RCAF brevet, in exchange for three tiny flags made by the Underground, who think that a Canuck in Khaki is a pretty tough hombre.

Congrats are in line for Geo. Church, Moose Jaw, for his shiny new crown; also to "Pop" Poppit, Forest Lawn, Alta., who now dines at the sergeants' mess. No wonder LACW Flo Beckley beams so much these days. We're still waiting for the pending announcement, Flo and "Pop."

Galloping Horses sprouted on "Mac" McPhee's forearm this week. We remind you, we weren't in for the buy that night.

Porcupoints

Oldest winner of wings under the BCATP at time of graduation, F/L "Pop" Howes, of the baggy trousers, at 42 is the daddy of them all on this airdrome. He has something like 4,000 hours of flying to his credit. When he joined the service in 1939 he was a ground crew mechanic and it was not until a year later that he got his chance to go air crew.

Our new bombing leader is F/L Mike Steele, second-tour man who succeeds F/L "Cruisie" Cruikshanks, DFC, now an instructor with a conversion unit. Recent repats include F/O N. W. Emfett, F/O C. E. Willner, P/O Wilkins, P/O A. Adams, P/O N. C. Burgess and W/O P. Groulx. They have all completed tours.

Fix Chief

F/L Stew Dunbar, DFC, is now acting as station navigation instructor. Winco Jim Lewington has just returned from leave looking very chipper about it all.

Winner of the 1943 Overseas Track and Field Championship, Sgt. Leonard Sylvester has recently been posted to the discipline office. Most of his overseas service has been with TAF, including a few months in France and Belgium.

Parties of recent weeks were by "A" and "B" flights. "B" flight had a strictly stag affair with S/L Van Styck as MC. "A" flight was more on the refined side and included dancing on the program.

COINCIDENCE

When Canada's heavy bombers pinpointed the Nazi stronghold at Cap Gris Nez, it was the end of operations not only for the surrendered Germans but for P/O Art Carlisle, Hamilton, Ont., Iroquois squadron WAG, who completed a tour.

Women's Division

WDs overseas now boast four flight sergeants. Until recent DROs carrying so many promotions, F/S Isabel Honey, Toronto, was the only one of that rank. Now we can add F/Ss Myrtle Buchan, Edmonton, Margaret Gordon, Vancouver, and Margaret Croucher, Hamilton.

This Saturday at the CMHQ diamond at 14.80 hours our girls play the CWACs in the second game of the series to determine the winner of the International Women's Softball League. If everybody comes out and cheers and helps the WDs to win that game, then the third game will be played on Sunday, same time, same place.

The Mayoress of Holborn has appealed to Canadian airwomen to assist in knitting cap comforter scarves so badly needed by the boys in Europe. The wool and patterns are supplied by the WVS. Our objective has been set at one scarf per airwoman, and already many volunteers have come forward. How about doing your bit?

For the individualists an opportunity presents itself by way of personal greeting cards this Christmas. Paper, linoleum cuts and a variety of tools will be available for those who would like to spend cosy evenings by the fireside. S/O Montgomerie-Bell, at Ext. 219, would like the names of those interested.

Weddings

GUDLAUGSON — TOMLINSON—Miss Deborah Tomlinson, only daughter of Mr. and Mrs. J. H. Tomlinson, of London, England, became the bride of P/O L. Gudlaugson, second son of Mr. and Mrs. S. R. Gudlaugson, Spirit River, Alta., on Thursday, October 12, at the Hendon Registry Office. P/O Andy Matthews, Toronto, acted as groomsman.



A Warm Welcome Delicious Ovaltine

"Ici et La"

Vendredi le 13... s'ouvrait à l'Escadrille Alouette la campagne pour le Septième Emprunt de la Victoire. Plusieurs voyaient ce jour sous mauvais augure mais pas l'adjudant Réal St-Amour (The Saint) qui ne manque jamais d'enthousiasme. Réal est un vendeur à "haute pression" mais personne ne le lui reproche, au contraire, plusieurs à la fin de ce sixième emprunt sont venus le remercier pour avoir insisté en Avril dernier! Vendredi le 13 ne fut pas une mauvaise journée: L'objectif de l'escadrille des Alouettes avait été fixé à \$25,000 et dans l'après-midi vers quatre heures on avait atteint \$50,700. N'allez pas croire que Réal va s'arrêter là!

D'autres aviateurs sont tamisés aux Alouettes! Cette semaine votre correspondant avait le plaisir de rencontrer dans un club fashionable de Londres deux sergents de sections qui portaient fièrement l'aile d'or attribuée aux aviateurs qui ont complété leur premier tour de vols de guerre. Il s'agit du bombardier François Bernier et du mitrailleur "Rocky" Caron.

Au rythme où nos aviateurs de chases opèrent en France, en Belgique et en Hollande il se conçoit qu'on tour se termine rapidement. Deux canadiens de langue française, habiles pilotes qui comptent quelques victoires à leur crédit furent tamisés cette semaine. Ce sont le lieutenant d'aviation Raymond St. George et le lieutenant de section Jean Bernard Rainville de St. Jean, Québec. Tous deux appartiennent à l'escadrille "City of Oshawa."

Le ministère de l'Air annonçait cette semaine la promotion du sous-officier breveté de première classe Gilbert Brochu de St. Marie de Beauce au grade d'officier-pilote. Gilbert est pilote de "Spitfire" et fait partie d'une escadrille de la RAF. Il a un autre frère dans l'aviation, le lieutenant d'aviation Léopold Brochu pilote de bombardement qui vient de terminer une série d'opérations avec l'escadrille Alouette.

Le lieutenant de section Gignas qui a remplacé le lieutenant de section Nicholas Massue au centre de réception de l'aviation canadienne outre-mer, était de passage au Quartier Général cette semaine et a fait l'éloge de son assistant l'officier-pilote Gilles Boulanger, DFC, un ancien des Alouettes. Leur rôle respectif consiste à interviewer les membres d'équipages navigant de langue française qui arrivent en Angleterre.

Les armuriers apprendront que parmi leurs confrères de métiers qui travaillent sur nos bases en Belgique et en Hollande notre correspondant a rencontré cette semaine les aviateurs chefs J. R. L. Jean de Amqui, Matapédia; J. J. Clermont de Dorion, Vaudreuil; J. P. Lévesque d'Ottawa; J. B. A. Pélissier de Montréal; G. E. Béllisle de Fertile, Saskatchewan, et J. F. C. Gervais d'Ontario.

La saison de chases est ouverte en Belgique et nos aviateurs se sont associés avec les fermiers des environs de nos champs d'atterrissage et dernièrement le lieutenant de section Jack Young revenait au mess avec 23 oiseaux, des perdrix et des faisants. Le lieutenant d'aviation "Tony" Talevi de Montréal descendit deux perdrix avec une carabine de calibre 25. Inutile de dire la réception qui leur fut faite au Mess.



HERE'S THE PAIN WHERE'S the SLOAN'S?

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Sloan's Liniment offers the quickest way of checking the agonising pain of rheumatism. It gives tingling, comforting warmth to the muscles and joints and puts an end to your suffering. If you are gripped with rheumatism or sciatica, neuritis, lumbago or backache, remember: Pain fades out as Sloan's soaks in. Price 2/- from all Chemists.

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LYNX SQUADRON

Six See Paris Sights

A recent issue of "Lynx Eyes," organ of the City of Saskatoon squadron, scoops the news world with a hot front-page yarn. The star reporter says that in an extremely exclusive interview he got the story on a reconnaissance mission to Paris by six aircrew.

Envoys?

"The purpose of this venture," it continues, "was to establish diplomatic relations in Paris in the event that the squadron decides to set up business in this city. Some details of the conference must necessarily be kept secret, as revealing them would bring repercussions international in scope. Members of the party included F/L Tony 'Lynx-Shoot' Lynes, S/L 'Red' Sutherland, F/O 'Muscles' McKenzie, F/O 'Killer' Kilpatrick, Lt. 'Toujours Gale' Filkosky and F/O 'Black' Hall. This gang, so we are told, force landed in France due to bad weather and found it necessary to spend the night in Paris. Food is non-existent. But even without food there is much gaiety. F/L Lynes suggests that the Champs Elvsee would make a good runway with dispersal points along the Arc de Triomphe.

Nice Cops

"The boys were so eager to rush back that W/C 'Blackie' Williams had to go and fetch them. One member of the party, on being asked what he thought of Paris, said, 'I think Paris policemen are wonderful.'"

The paper reports that the City of Saskatoon held a tag day for the squadron, collecting \$836.21. Under Signal Flashes, A.L. reports that Alex "Casanova" Gwynne is dividing his time between London and Edinburgh. Just to show that he is not prejudiced, he will visit Piccadilly and an aunt in Scotland.

An item on the 7th Victory Loan says that they are confident the squadron will make an excellent show. Newly-promoted F/L Joe Greene, in charge of the campaign, will not put up his second ring until the first \$10,000 is subscribed. On the lighter side, under the Lost and Found column, is the following: "One set of false teeth. Yep, a set of molars is under lock and key in the discip office. Someone forwarded them to Sgt. Sidenberg from Winkleigh and they aren't his."

SECOND OVER

With over 60 bombing sorties to his credit, F/O Bob Fitzgerald, gunner, Windsor and Amherstburg, Ont., has completed another tour with the Goose squadron.

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HANDFUL



W/C Hugh Ledoux, Montreal, CO of the Alouette squadron, has a couple of armfuls of struggling puppy. The quints are the litter of "Lady Fancy," station orderly room mascot. (Official RCAF Photograph.)

BEAVER BASE

Free French Fund Full

Once again the Beaver Base has gone over the top—this time in subscribing to the fund for Free French orphans set up by the AOC-in-C Bomber Command. All three stations oversubscribed their quotas, the station from which the Alouette and Snowy Owl Squadrons operate being the first to exceed its objective.

Far Seeing

As Yuletide approaches once more, the base concert party is again making plans to provide a happy festive season for the children in the Port of Hull Sailors' Orphans' Home at Pately Bridge, unofficially adopted by this base more than a year ago.

Funds raised by staging shows in neighboring communities are being used to provide toys, food, clothing and other treats for these parentless kiddies, while personnel on all three stations are again donating a portion of their chocolate ration to the cause. This enterprise is under the patronage of the base commander and is being directed by the Base Administrative Officer, W/C F. Gaffney.

Vital statistics soared during the week when Tabby, the base HQ buildings mouse catcher produced six little sisters. LAC Bill Field "in loco parentis" at the present time, while a maternal interest is being taken in the new arrivals by Sgts. Zella Stude, Chilliwick, B.C., and Marg Norum, Simpson, Sask. Heading the list of potential foster parents is Wince Don Carr-Harris, who already has visions of a mouse-free base house.

NEW Sarges.

Sprog members of the sergeants' mess at the station from which the Leaside squadron operates are John Stokes and Jim Symons, administrative gen men. John isn't aware of his promotion yet as he and Cpl. Walt Perchaluk are at present away investigating the potentialities of John Jamieson's Irish.

Latest devotee of the gentle musical art is Sgt. Tommy Plunkett, Montreal man about town, who now spends his spare time strumming a banjo. There

are no balconies hereabouts, but it is rumored he plans a little serenading anyway. Who could the lucky lady be?

London is bang on these days, according to W/Os "Tubby" Reid, equipment accounts maestro, and Reg King, SWO at base station, two Torontonians who managed to get to the big town.

Several of the lads patronising the bar in the base station sergeants' mess swore off the other night when they saw "Pranger" Worth standing there in duplicate. There was an uncomfortable moment for them until it was learned that his twin brother, attached to the photography section of one of the base-stations has got his third, too, and was celebrating the event.

Troubles

Prune of the week is P/O "Gibby" Gibbons, who now haunts the rarefied atmosphere of the officers' mess. He and partner in crime, "Mac" Mac-Gillivray, were seen operating in a big way at the Half Moon one evening recently in honor of the event.

Now Hon. President of the base station sergeants' mess is Winco J. W. Bootle, accounts pundit. Just a word of warning, boys—put those bones away, for he never loses.

Enjoying a spot of well-earned leave these days is the base station commander, G/C C. L. Annis, OBE. His dulcet tannoy tones are being replaced by Winco "Chas" Burgess Thunderbird chief.

Adding a note of glamor to a local military hospital these days is Sgt. "Monty" Montgomery, Chapleau, Ont. If you want to keep your lovely ankles intact, Monty old girl, the way to safely turn a corner when cycling is to TURN the corner. —Sgt. R. J. Gunn.



RADIO ROUNDUP

Cpl. Alf Loach, Toronto, and LAC Wilf Lederman, Toronto, serving with a Canadian Wiltshire unit are now in Lincoln for a gen-up course. Lederman has just returned from detached duty with the Air Ministry in London. Sgt. T. G. MacGregor, New Glasgow, N.S., with the same unit, has remustered to the education branch, and is now stationed in London HQ.

Canadian son of Russian-born parents, F/S John Chermkora, Winnipeg, has visited the Soviet for detached duty. He disappeared one morning from the radio section and was not seen again until, some time later, he arrived back on the airfield by bomber. He reported to his officer, P/O Carl Mantz, Whitby, Ont., with all the news of his experiences.

"Technically, they're wizard," he said, "and they don't seem to know the meaning of personal fear. To see their air crews handling aircraft is a revelation." Chermkora's ability to speak Ukrainian gave him a special status, and he was very much in demand as a translator.

NORTH ENGLAND

We give a hearty welcome to F/L Hale, who this week became the great white chief to all electronic orphans on this unit. Hale has journeyed up from the south and it may have been his influence which has given us a week of Indian summer. In any case he remains unchanged by the "American Way." Another newcomer is F/L McJannett.

The Star Inn was the scene of a grand reunion when Ker Craig, a past tube basher with this section, and his friend, Star Parkes, stopped over in the big city to score a few with us. Celebrants included Paul Quinn, Herb Parkes, "Cy" Sizeland, Jim Steele and "Reg" Jackson.

Sgts. Jack Rose and "Sandy" Sanderson are spending nine days in "Smoke." Hank Tuero and Cpl. Johnnie Walker have just returned from the same locale. George Maybee Cpl. Dick "Africa" Brittain and Gordon Burniston are sojourning at the College of Knowledge.

New to the unit is Alex "Gambel" Thompson, whose calm face thrust itself in on us last night. His hobby is drinking cider, but he doesn't mind bashing a few tubes now and then. It is rumored that whilst out on the Gold Coast he found a gold nugget, but to all our queries he states that it was merely a sun-tanned coconut.

Which is similar to the answer "Bud" Backhouse gave us when

Iroquois

The braves of the Iroquois squadron are in high heart these days, and all the credit goes to the citizenry of Simcoe. The boys in the mud-bound Nissen huts consider themselves fortunate in having such a generous sponsor. That old lost feeling goes when evidence comes in that people back home whom they haven't even met take a real interest in them. A monster shipment of chocolate bars, chewing gum, life-savers, cigarettes and oranges was the most recent evidence.

F/O Tommy Shore, Ottawa, demonstrated the spirit of the squadron in a recent operation over the Ruhr. They went through a thick shield of flak-bursts over Dortmund, and took a couple of haymakers. Gas was running from three tanks, but the Canuck flew on and bombed as ordered. The men decided to try it for home, and just made an emergency landing field on the British coast.

A new pilot assumes the role of assistant chieftain of the Iroquois. The new flight commander is S/L Harold Smith, New Westminster, B.C. He has flown with the Leaside and Moose squadrons.

REGINA PILOT HEAD GAFFER IN DELIVERY

Far East—Four years of overseas service have taken F/L M. S. Taylor, Regina, to Malta and then to India. At present he holds the not exciting but important job of allotting air crews to deliver to squadrons or other units the hundreds of aircraft of various types arriving at western India air-gateway.

He went to India in 1943 and served with Ferry Control, for a time flying all types of aircraft, delivering them all over the country. He was commissioned a year ago and is now a flight commander in charge of allotments at the air-gateway.

He went to Malta in 1941 with a Blenheim fighter unit, where he took part in long-distance, day-fighter patrols intercepting fleet of Ju.52s flying reinforcements to the Afrika Korps.

For days at a time the unit was not able to get airborne because of airfield unserviceability after the enemy's bombing and strafing.

He asked how we would define a true music lover. "He's a man who, when hearing a soprano in his bathroom, puts his ear to the keyhole." —LAC J. B. Scarelliff.

Pay Table Crumbs

Cupid looks as though he's going to horn in on the headline news again this week. One engagement that really knocked Airmen's Pay was that of LAC Ethel Baldwin to Cpl. Jack "Jumbo" Wright. CR has another Bravington special. Cpl. A. Campbell, WD, engaged to Cpl. Daly and wedding bells on November 4th.

Do you think that we will ever hear the end of those five fearless airmen who crossed the Irish Sea to feed their tummies on 209 eggs, 52 steaks and 96 dishes of ice-cream? OK, so we're all drooling!

Airmen's Pay had quite a promotion party at Cranley Arms recently. F/L "Cab" Callaway with his squeeze box headed the entertainment. Sgt. Ernie Steele was no slouch on, leading "Alouette" either.

The unit welcomes F/L Armstrong and at the same time are sorry to see our old friend, F/L "Bud" Parsons, posted.

It is brought to your attention that Cpl. Stanten is running F/L Harding a keen race in the moustache situation. Last week the officers of the unit attended a much belated promotion party for F/Ls Gillespie and Grant. It seems the delay made the net result more potent.

—TeeVee—GeeGee.

ROSEVEAR GENT JOED TO INTERPRET GERMAN

A Canadian Typhoon pilot, F/O John Stelter, Rosevear, Alta., flying with the City of Westmount squadron, is one of the few men of this RCAF airfield who speaks the German language.

Consequently, his services are very much in demand and he is kept busy assisting the messing officer in the purchase of vegetables, passing on instructions to carpenters repairing buildings and acting as interpreter in the arrangement of social activities. All this is in addition to his normal operational flights.

OTTAWA CITY KITES PLASTER RAILYARDS

A flight of the City of Ottawa Typhoon squadron, led by F/O Erian Clacken, Jamaican-born resident of Vancouver, successfully dive-bombed the railway yards at Isselburg and destroyed a goods train.

The railway lines in the yard were cut and the roundhouses blown open. The train was destroyed by F/O Ernest Savard, Winnipeg. F/O Anthony Frombolo, Alameda, Calif., was also on the mission.

HEADQUARTERS

Heavy Social Season

Plotters and planners from the HQ desks gathered early this week and came up with one of the largest programs for many months. It's getting along towards winter and just to keep the kids energetic to shine that there brass, they're figuring out ways to build up strength with athletics, no less. The Sports and Entertainment Committee is responsible.

New Prexy

There'll be a strange hand at the helm this year for F/L George Grant, base accounts whip, has moved into the position of president, vacated by S/L Cy Hanlon due to pressure of duties (must be those parades). The rest of the executive isn't complete but Flt/O Di Cameron is trying to hustle it up.

The program includes a dance this Friday at the Harroldian Club to wind up the season's tennis activities and start the darts league away to a bit of a beginning. There will be 11 teams of male arrow tossers and three sets of female Robin Hoods.

There will be a dozen sets of male cage squads lined up to take the floor in the basketball opens as soon as the details are completed. There will be six teams of girls in their respective house league.

The cage tilts will be played at Chelsea barracks this year with the girls working out from 7 to 8 on Monday, Wednesday and Friday, and the men taking over for the two hours after that on the same nights.

Flt/O Cameron is also slogging away with some conferees on a binge effort for every alternate

SON MEETS FATHER AFTER DORTMUND DO

Arriving back at base from an attack on Dortmund, F/O D. G. Chance, Ottawa, pilot with the Tiger squadron, was met by his father, Mr. Leslie Chance, who was paying a surprise visit to his son's station. Mr. Chance had just arrived in England after an air trip from America, having been loaned to the UK by the Canadian government.

Thursday with a moon pitcher to be shown after each one. On the other alternate Thursday will be a dance—Dogpatch or HQ style has not been decided.

Something cooks with the swimming rumors too. No gen yet, but keep your big ears open. Cpl. Ruth Paris, Toronto, is wearing three chunks of silica on third finger left hand. The pursuer is F/L J. S. P. Johnson, Vancouver. Nuptials in three weeks!

As we go to press, rumor has it Anna Neagle will be wriggling with the kids at the Victory Loan dance at Seymour Hall. Stag line forms on the left—no pushing.

Bomber Group HQ

A celebration party honoring the imminent departure of S/L Phil Weedon, brought out all the operations-room types plus a few from the signals section. Then the signals section followed with a party, when word came through that S/L Nick Carter, RAF, was changing group bases.

S/L "Izzy" Izzard, RAF, acted as M.C. LAC Jack Brooks fell over a chair and broke a rib, during a novelty dance. Prize for the dance went to LAW Helen Moore and Cpl. Jeff Bullen.

The buses you may see packed with our personnel, head for a nearby town, where the lads and lassies dip the frames in the aqua pura. Yessir, swimming is getting the big play and no swimming party is complete without S/L Jimmy Devan. Sgt. Jim Taylor is always on hand to collect the fares.

Recently promoted and taking a spot of leave is S/L Bob Strouts. Returning from vacation is F/O Harry Lewis. Newest member on group staff is F/L Cassidy. And F/L E. Beck is replacing S/L R. D. Carter. LAW Marion Peeble has been posted to O/S HQ, with tears in her eyes, and Cpl. Shennan left unexpectedly.

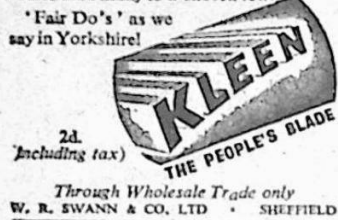
Congrats to W/C McKintosh and F/L Jim Colley, both having recently rung wedding bells.

Basketball gives every indication of being the sport-fad this coming season. A prelim practice has been held and we are looking for an even better season than last year.

Advertisement for Phillips' Dental Magnesia toothpaste. The ad features a large image of a tube of toothpaste and the text: 'Now on sale in the Canteen', 'Phillips' Dental Magnesia', and 'Your "regular" Toothpaste'. It also includes the text: 'Phillips' Dental Magnesia is sold by all N.A.A.F.I. canteens. Same size, same quality as you got at home. Keeps teeth white, the breath sweet and the mouth fresh and clean. Get a tube to-day'.

'FAIR DO'S'

Quality always creates demand. Even in peacetime we had the greatest difficulty in making enough Kleen Blades to supply all our customers. Now we can satisfy only a fraction of the demand. But we prefer to sell a few to the many rather than many to a chosen few.



ROCKETS SMASH GERMAN HQ SITE

Holland.—An L-shaped stone building at Terborg, believed to be German HQ, was attacked and partially destroyed early one morning last week by RAF rocket Typhoons.

W/O Johnny Colton, Sherbrooke, Que., flying with the attacking squadron, said: "We raked the works up and down. When our rockets hit, the whole thing lifted in a cloud of dust. We looked for the general's staff car, just to make sure he wasn't getting away, but it was nowhere to be seen."

Most of the rockets were seen to land in the north wing of the HQ, after which the Typhoons sprayed the structure with cannon shells.

DIVE-BOMBERS BLAST NAZI BORDER TOWNS

Railways were cut at the border towns of Xanten and Geldern and a locomotive destroyed on the return trip when the City of Westmount squadron, led by F/O Alonzo Monson, Cody, Wyo., recently struck at German rail transport in the Rhineland.

Through concentrated ack-ack fire, F/O James Hogg, Ottawa, who led a flight of the squadron, came down to attack the locomotive, blowing it up with cannon fire.

COMPLETE TOUR

Two City of Oshawa pilots to complete a tour of operations are F/L W. F. Mason, Smith Falls, Ont., with one kill on his score, and F/L D. R. Cuthbertson, Brantford, Ont., with two kills.

MOSSIES COP FOUR JERRIES

Cougar Pilot Attacks German Despite Dead Motor

Canadian Mosquito squadrons took a heavy toll of German nightfighters recently, out in strength for the first time in over a month, when they shot down four in combat over battle fronts in southern Holland and western Germany.

One of the victories was scored without a shot being fired by a Cougar squadron kite flying with one engine dead. F/L B. E. Plumer, Bassano, Alta., and his navigator, F/L W. F. Hargrove, Sombra, Ont., chased a Me110 right down to the ground, where it crashed and exploded, after desperate attempts to shake off its attackers.

F/O W. H. W. Fullerton, Vancouver, pilot and F/O D. E. Gallacher, Powell River, B.C., navigator, claimed their third victim in a Ju88, shot down in flames over Boulogne.

F/O Ross Finlayson, Hamilton, flying with F/O J. A. Webster, Portage La Prairie, as navigator, sent a Me110 diving to the deck in flames.

Plumer's kill was scored after the Me110 which he was chasing shot out his plane's port engine. "I couldn't break off the attack then for fear he would be able to catch me with only one motor working," Plumer said, "so I kept after him. He weaved violently and kept losing height until he finally hit the deck and exploded."

LANC SQUADRON

(Continued from page 1)

and is a thousand feet broad at the base. A road runs along the crest of the dam, which is more than 700 yards long.

Even the earthquake bombs could hardly be expected to penetrate this immense structure at a single blow, and the plan was to use a combination of different delayed-action bombs in order to get the maximum penetration.

Even the experts were not counting on a dramatic breaching and considered it would be enough if damage was done which enabled the water to seep through, for then the enemy would be forced to drain the dam to make repairs.

Food Flourishes for Farming Flying Folk

RCAF Bomber Group is doing its bit to help the food situation in northern England. Only a stone's throw from where great Lancasters and Halifaxes bomb up or come in from raids on enemy targets, there are well-kept, profusely-stocked kitchen gardens, piggeries and abundant poultry.

In the past 18 months on one station nearly 1,100 pigs have provided meat for the RCAF and local bacon factories. About 40 acres of arable land have produced a variety of vegetables. Two and a half tons of potatoes are supplied daily to three RCAF airfields, while chickens provide eggs or are served to vary the usual meat dishes. Behind this valuable farming effort are two young Yorkshire farmers in RAF blues, now attached to RCAF bomber stations.

Sgt. Joseph Kildin, well known as a Yorkshire farmer, became an airfield farmer 18 months ago after the RCAF learned that he was one of the best young farmers in the district. He was given \$200 and four breeding pigs to start with. The money bought 38 more pigs, and in a few months there were 22 piglets littered. Two of the original animals were sold for \$112, which was invested in more porkers. Three months ago Kildin had 550 pigs, 150 of which went to British bacon factories. He estimates that nearly 1,100 have passed through his hands.

A careful record is kept of the pork consumed on the stations, and ration coupons issued by the British Government to provide food for Canadian personnel are surrendered to cover the amount of pork eaten.

A number of young ladies of Britain's Women's Land Army assist Sgt. Kildin in his farming. They not only cultivate the land but are experts at many other farming chores. One of them, a mannequin before the war, can ring a pig's nose as neatly as a man when an animal develops a tendency for uprooting the crops. A 21-year-old can dress chickens at the rate of about 30 in an afternoon. The work is long and hard, but the girls do it cheerfully and efficiently.

Cpl. Bernard Cowling, member of a farming family, works some 33 acres on another station, and has produced already 700 head of lettuce. He also has a fine piggery and, like

COUGAR PILOT NAILS FOURTH

Directed miles to his target through the darkness by a ground controller operating on the Continent, an RCAF night-fighter pilot recently claimed his fourth victim by shooting down a Ju88 which was attempting to attack Allied positions.

The pilot, F/L C. E. Edinger, Ferndale, Mich., is a member of the Cougar squadron, in a group which since D-Day has accounted for 191 Hun raiders.

Edinger was patrolling in his Mosquito when the ground controller told him there was enemy activity some miles to the south. Acting on instructions given by the controller, Edinger brought his kite within visual range of a Ju88.

He opened fire with a long burst and saw the Jerry explode as it hit the deck. Edinger's four victories have all been shared with his navigator, F/O Charles Vaesson.

MICHIGAN AG DOWNS JU88 IN NIGHT DO

Attacked twice by a Ju88, during a mining mission in enemy waters, P/O J. M. Cochrane, Jackson, Mich., mid-upper gunner with the Porcupine squadron, is fairly certain the enemy nightfighter fell to his guns and was destroyed. Pilot of the Halifax was F/O G. T. W. Watson, Toronto.

During the skirmish with the Jerry, the rear gunner was killed when two cannon shells smashed through the rear turret and the aircraft was so badly shot up that at one time it dropped 11,000 feet before the pilot was able to level it off.

Sgt. Kildin, is a familiar figure in RAF uniform at local markets where he buys and sells pigs. Twenty-four of his best porkers are to be slaughtered for Christmas and New Year dinners for Canadian airmen and airmen.

SPITS STRAFE KRAUT FORCES

Clear Path for Army In 30-Minute Attack

Italy.—Flying a close support mission with ground forces, six aircraft of the City of Windsor squadron led by F/O Bob Kent, Vancouver, strafed and demolished the enemy strong points in the small town of Roncofreddo, four miles north of Sogliano.

It took the Spits just 30 minutes from take-off to knock them out and pave the way for the Army's unopposed entry. The enemy points which had been holding up the advance in the sector were concentrated in the town.

Diving from great height the Spitbombers laid all their explosives on the town, five landing in and the others on the north-western edge. Ground forces waited a mere 100 yards back while they made their attack.

The strafing followed the bombing. Pilots pumped everything they had into the defence positions. W/C D. H. A. Mackay, Beverley, Sask., said, "I could see cannon shells bursting all over the town."

All were agreed the targets were the most thoroughly demolished they had seen. On leaving the target a huge explosion was seen from amongst the caved-in houses. No anti-aircraft fire was encountered.

Others on the mission were F/O D. W. Harrell, Carleton Place, Ont.; F/O C. J. Malone, London, Ont.; F/O S. A. Marshall, Peterborough, Ont.; F/O A. H. McNally, Niagara Falls, Ont.

CANADIANS HELP

(Continued from page 1)

For many of them it was their third operation in less than 40 hours.

Enemy fighters followed some of the bombers as they turned for home. "Some enemy fighters followed us for more than a hundred miles," said F/O D. G. Kerr, Smithers, B.C., "but we were not attacked."

WANNE-EIKEL

Ground defences in the Thursday raid were powerful. Returning fliers reported heavy flak. Mustangs and Spitfires provided fighter cover for the all-Canadian force.

FORMER MOOSE CHIEF LEADS TRAINING WING

Former flight commander with the Moose squadron, W/C Hugh R. F. Dyer, DFC, Minnedosa, Man., has been appointed to head the training program in a Canadian bomber base. He succeeds W/C W. Weiser, D.F.C. and Bar, Brooklyn, N.Y.

Prior to direction to his new post, W/C Dyer was chief instructor at a conversion unit,



"DON'T TAKE IT TO HEART" (Leicester Square)

It's English but it's funny and, more important, a bit off the beaten track. The story, well written, and ably directed by Jeffrey Dell, has the landed gentry tangling with the nouveau riche. The people involved are Richard Greene, Alfred Drayton and Patricia Medina. Watch for a smooth performance by west-ender Ernest Thesiger in a bit part.

"THIS IS THE LIFE" (Leicester Square)

Donald O'Connor, the Mk II Mickey Rooney, sings, dances and gags his way through 87 minutes of laughs and a young love quadrangle. But for sheer wackiness, Peggy Ryan takes top billing as she cavorts about in some hot jam sessions. Susanna Foster, trying so hard to be grown up, is a waste of anybody's time. All 18-year-old stuff, the picture is neither educational nor necessary, but it's an awful lot of fun.

"ARMS AND THE WOMAN" (New Gallery)

The thought of tough guy Edward G. going soft is not a happy one, but this pill-swallowing shadow of a Caspar Milquetoast turns out to be a hero by the time the last few feet of film roll by. Robinson carries most of this little domestic piece on his own shoulders abetted by Ruth Warrick, Ted Donaldson, Bob Haymes, whose names may mean something to you.

'PEG PILOT SETS LANC DOWN ON ONE MOTOR

In spite of three dead engines and a flak-riddled fuselage, a Moose squadron four-engined Lancaster was landed safely in England by F/L J. A. Anderson, Winnipeg, after returning from a recent raid on synthetic oil plant in the Ruhr.

When the starboard inner engine was hit it began to surge, putting tremendous pressure on the rudder controls. The air bomber, F/O Pat McKillop, Chilliwack, B.C., and the flight engineer, locked an iron bar in the controls. When the engine surged again, the pressure bent the bar, but it held.

They were losing height rapidly as they neared the English coast, and the crew was preparing for bailing out or a crash landing. But the navigator got them to an airdrome, where Anderson managed to bring them down safely on their own remaining engine. The other Canadian in the crew was P/O Edwin Johanson, WOP, The Pas, Man.

this position now being held by W/C A. D. R. Lowe, Calgary, Alta. W/C Lowe was commanding officer of the Leaside squadron and has just completed a tour of operations.

ENTERTAINMENT GUIDE

THEATRES

ALDWYCH. Tem. 6404. Evenings 6.45. Mats. Wed. & Sat. 2.30. FIFTH SHEPARD presents TO-MORROW THE WORLD. Robert Harris, Elizabeth Allan, Jean Cadell, David O'Brien. HIPPODROME. Ger. 2272. Evenings 6.15. Mats. Weds. Thurs., Sat., 2.30. GEORGE BLACK'S New Musical JENNY JONES. SAVOY. Tem. 8888. Evgs. 6.30. Mats. Wed. and Sat. 2.30. FIFTH SHEPARD presents THE LAST OF MRS. CHEYNE. JACK BUCHANAN, CORAL BROWNE. PALLADIUM, Argyll St. Ger. 7373. Twice Daily 2.30 and 6.20. GEORGE BLACK'S HAPPY AND GLORIOUS With TOMMY TRINDER. STRAND. Tem. 2660. 2nd YEAR. Evgs. 6.30. Thurs. and Sat., 2.30. FIFTH SHEPARD presents ARSENIC AND OLD LACE. Lillian Braithwaite, Mary Jerrild, Naunton Wayne, Edmund Willard.

LEICESTER SQ. THEATRE. Whl. 5252. RICHARD GREENE in DON'T TAKE IT TO HEART (U) With ALFRED DRAYTON, PATRICIA MEDINA. Evgs. 12.0, 3.10, 6.20. LONDON PAVILION. Ger. 2922. ELEANOR POWELL in SENSATIONS OF 1945 (U) A year ahead of the Thrill Parade. 10 a.m. to 9.30 p.m. MARBLE ARCH PAVILION. May. 5112. Margaret Lockwood, Stewart Granger, Tom Walls, Patricia Roc. LOVE STORY (U) Weekdays: continuous 11 to 10. Sundays: continuous 3.30 to 9. NEW GALLERY, Regent St. Reg. 8889. EDWARD G. ROBINSON ARMS AND THE WOMAN (A) Weekdays: continuous 11.5 to 9.40. Sundays: continuous from 3.30. NEW VICTORIA (G-B). Opp. Vlc. Stn. Eddie Cantor, SHOW BUSINESS (A) Preston Foster, BERMUDA MYSTERY (A) Weekdays: continuous 11.30 to 9.50. Sundays: continuous 3.30 to 9. ODEON, Leicester Square. Whl. 6111. CARMEN MIRANDA, DON AMECHE, WILLIAM BENDIX GREENWICH VILLAGE (U) Technicolor. From 10 a.m.—10 p.m. PARAMOUNT. Eus. 4175. Tottenham Ct. Rd. DON AMECHE, DANA ANDREWS WING AND A PRAYER (A) YOU CAN'T RATION LOVE (A) PRINCE OF WALES. Cont. 10 a.m. to 10 p.m. AN AMERICAN ROMANCE (U) BRIAN DONLEVY Showing at 11.30, 2.10, 4.55, 7.35. REGAL, Marble Arch. Padd. 8011. ABBOTT and COSTELLO in LOST IN A HAREM (A) Daily at 12, 2.30, 5.20, 8.10. Sunday: 4.30, 7.20. TATLER TH., Charing Cross Rd. Ger. 4815. ANGLo-Soviet SEASON TWO SOLDIERS (A) The story of the Friendship between Two Red Army Soldiers. TIVOLI, Strand. Temple Bar 5025. Paul Lukas; ADDRESS UNKNOWN (A) Ann Miller; JAM SESSION (U) Weekdays: continuous 11 to 9.40. Sundays: continuous from 3.30. WARNER, Leicester Square. Ger. 3423. Sidney Greenstreet, Peter Lorre, Faye Emerson, Zachary Scott, Victor Francen in THE MASK OF DIMITRIOS (A) For times of showing see Daily Press.

WHITEHALL, Trafalgar Sq. Whl. 6892. CONT. DAILY 2 to 9 p.m. PHYLLIS DIXEY England's Popular Pin-up Girl IN "PEEK-A-BOO" Stars! Mannequin! Models!

WINDMILL, Picc. Circus. 13th Year. REVUEVILLE, 178th Edition. (1st week) Cont. daily 12.15-9.30. Last perf. 7.50. A VIVIAN VAN DAMM PRODUCTION: "WE NEVER CLOSED."

WINTER GARDEN HOL. 8881. Evgs. 6 p.m. Mats. Wed. & Sat. 2 p.m. Merrie England Loveliest of all English Light Operas With a Cast of 70 Players.

CINEMAS DOMINION (G-B). Tottenham Ct. Rd. SPENCER TRACY in THE SEVENTH CROSS (A) MOON OVER LAS VEGAS (A), News, Ac. Weekdays: continuous 11.30 to 10. Sundays: continuous 3.30 to 9. EMPIRE, Leicester Square. Ger. 1234. DRAGON SEED (A) KATHARINE HEPBURN WALTER HUSTON, ALINE MACMAHON AKIM TAMIROFF, TURHAN BEY. Continuous daily 10 a.m. to 9.40 p.m. GAUMONT, Haymarket. Whl. 6655. Margaret Lockwood, Stewart Granger, Tom Walls, Patricia Roc. LOVE STORY (U) Weekdays: continuous 10.55 to 9.50. Sundays: continuous from 3.30.

TODAY'S BEST nothing-to-do-with-the-war NEWS:— LANA'S BACK—in her biggest part yet—as a poor little rich girl, orphan of Reno and the Riviera, who runs away from love... but how it catches up with her! MARRIAGE is a PRIVATE AFFAIR Opening Friday, Oct. 21. Meanwhile, one more week, by public demand, for "DRAGON SEED" EMPIRE LEIC. 1234. SO.

IS IT THE LOVE OF THE LAW OR THE LAW OF LOVE? Leicester Square THEATRE A Brilliant Comedy by JEFFREY DELL Richard Greene in 'DON'T TAKE IT TO HEART' (U) with Patricia MEDINA • Alfred DRAYTON Richard Bird • Moore Marriott Ronald Squire • Edward Rigby Ernest Thesiger • Claude Dampier Wylie Watson Directed by JEFFREY DELL—Produced by STONEY BOX A TWO CITIES FILM Performances at: 12.0, 3.10, 6.20. NOT SHOWING ON SUNDAYS

ODEON LEICESTER SQUARE Whl 6111 Showing at 10.5 12.30 3.5 5.40 8.15 "CARMEN MIRANDA A PLEASURE TO WATCH" Daily Mail "CARMEN MIRANDA DAZZLINGLY DYNAMIC" Sunday Chronicle "CARMEN MIRANDA DANCING AND SINGING IN HER MOST EXOTIC MANNER" Star CARMEN MIRANDA • DON AMECHE • WILLIAM BENDIX VIVIAN BLAINE FELIX BRESSART in GREENWICH VILLAGE "U" TECHNICOLOR Directed by WALTER LANG Produced by WILLIAM LE BARON