WINGS ABROAD

THE OFFICIAL ROYAL CANADIAN AIR FORCE R.C.A.F. NEWSPAPER

Vol. III. No. 132 LONDON, THURSDAY, OCTOBER 26, 1944 Price 1d.

LANCASTERS AID CANUCK ARMY UNITS

Bomber Command Blasts Casements Near Flushing

Shortly after noon Sunday, Canadians flying with Lancasters of RAF Bomber Command, escorted by Spitfires, began bombing enemy guns near Flushing. The guns, 105 mm., had been trying to fire at Canadian troops advancing on Breskens.

Isolated by floods caused when Bomber Command breached the dyke near Flushing October 7, the gun casements were clearly visible to attacking crews, who found fine weather over the target area.

A Canadian bomb aimer, F/O J. V. Price, Hamilton, Ont., said he saw one stick of bombs fall right across the gun positions as his Lanc was flying in to attack.

"Our own bombs," he said, "went down on a group of fuel tanks nearby. There was a blinding flash of flames, then black smoke poured up into the sky. Bombs were falling all over the target area. I could see the casements clearly and some of them seemed to have water in them.

One of the last crews to bomb said that as they turned for home they saw some of the casements blow up. Other crews saw a ship, docked at Flushing, hit by bombs and start to burn.

SHIPS HIT ON NORWAY TRIP

Canadians shared the attack when Mosquitos and Beaufighters of RAF Coastal Command flew into heavily defended Haugesund harbour in Norway, and hit two large merchantmen and their escorting flagships, last Saturday.

"Flak and rockets were fired at us, but we saw many hits with our guns," said S/L W. R. Christison, Lennoxville, Que., leader of a Canadian squadron.

"When we broke off," he continued, "both vessels were on fire, and the usual black smoke and steam were coming up from them, while the escort vessels had been repeatedly hit with cannon shells fired by the Mosquito crews."

Before reaching the harbor the aircraft had made an extensive search of the fjords and shipping lanes down the Norwegian coast, but were unable to find any targets on the move.

BOSS FINISHED

W/C Mike Bryson, Barrie, Ont., has recently completed a tour of ops. A veteran pilot, with almost 40 trips to his credit, Bryson saw service with four different squadrons, the Alouette, the Leaside, the Bison and the Lion.

KING VISITS FRONTS

Marshal of the Royal Air Force, His Majesty the King, chats with Field Marshal Montgomery, Air Vice-Marshal Harry Broadhurst, CB, DSO, DFC, AFC, RAF, and G/C E. H. G. Moncrieff, AFC, Winnipeg, while on his recent tour of the European battle fronts.
(Official RCAF Photograph.)

Typhoon Attack Ends Erwin Rommel's Life

Four Canadians With Squadron on Armed Reconnaissance When Rommel's Convoy Hit; HQ Also Bombed

Four Canadians formed part of the flight of eight Typhoons responsible for the destruction of a German farmhouse headquarters, and credited with the death of Field-Marshal Erwin Rommel. Jigsaw pieces of military and air intelligence fitted together from a multitude of sources resulted in the announcement that the Typhoons, on a roving armed reconnaissance, had eliminated the Nazi general.

Leader of the Tiffie expedition was W/C J. R. Baldwin, DSO, DFC and Bar, Bath, Eng. The Canadians were F/O Peter Langille, St. John, N.B.; F/L R. W. Davidge, and F/L W. A. Switzer, both of Epson, Alta., and W/O A. E. Sugden, Outremont, Que.

Eight Planes

On July 17, the eight divebombers of the Brazilian squadron took off from St. Croix-sur-Mer to pin-point and destroy a German Army HQ in a farmhouse.

"Although the operation was over country criss-crossed by many minor roads and very much divided by thick hedgerows and copses," the Winco said, "there was no difficulty in finding the target. We scored 10 hits with 500-lb. bombs and then, as we seemed to have a lot of petrol left, I decided we would carry out an armed reconnaissance of the area with cannon.

"East of Caen and south of Cabourg, I spotted two dispatch riders, one biggish armored car, another motor transport, a staff car and a smaller armored car all together. This indicated somebody of importance, at any rate, and I gave the usual orders for the sections to peel off and strafe the vehicle with cannon."

The Tiffies went down one by one, and one of the dispatch riders was killed. The other escaped, but the cars were left smoking or in flames.

"The whole mission was so very ordinary that so long afterwards it is difficult to recall any details of the attack," said W/C Baldwin.

The squadron's log book had laconically dismissed the strafing of the vehicles as a sideline to the headquarters attack.

LEADS FLIGHT

Though he only began operational flying last June, Harold Smith, New Westminster, B.C., has been promoted to squadron leader and appointed flight commander with the Iroquois Squadron.

He has a score of sorties and two years' flying as an instructor to his credit. He also has served with the Moose and Leaside Squadron.

FIGHTER-BOMBERS SEVER RAIL LINE

Holland.—Yet another artery of German communications in the Ruhr Valley was severed when a squadron of Canadian Spitfire fighter-dive bombers scored direct hits on a main railway line a few miles south of Lunen.

Members of the squadron, commanded by S/L R. I. Smith, DFC, Regina, Sask., and led on the operation by F/L Tex Davenport, Russellville, Ark., plastered the sidings on previous sorties.

RCAF ASSISTS AT STUTTGART

Small Bomber Group Force Flies in RAF's Big Attack

A small RCAF bomber group force of Canadian-built Lancasters aided and abetted Bomber Command's heavy assault against Stuttgart last Thursday night. Aircraft of the Moose and Ghost squadrons participated. All Canadian kites returned safely.

Twin blows against Stuttgart came within four and a half hours of each other, the first being about 8.30, the second just before one o'clock the following morning.

Both attacks were made through thick clouds, and icing in the target area added to the crews' problems. Flak was moderate and although fighters were seen there were few clashes.

One large explosion was seen during the first assault. Flames showed through the clouds and grey smoke filtered up to a height of about two miles.

PILOTS GET HIGH PRAISE FOR WORK

Observing a scoreboard in the mobile intelligence van, showing the wing as having destroyed 193 German aircraft, probably destroyed four and damaged nine, Air Chief Marshal Sir Dudley Hewitt exclaimed: "Jolly good show! Truly outstanding work!"

The compliment was made to the highest-scoring Spitfire wing since D-day, Canadian squadrons led by W/C Dal Russel, DSO, DFC and Bar, Montreal, during an official visit.

LONELY PILOT PARTS WITH THIRSTY TIFFIE

Belgium. — Separated from other members of the City of Westmount squadron because of radio trouble, F/O Joseph Cote, Quebec City, ran into difficulty when his Typhoon fighter-bomber ran out of gas.

It was pitch dark and when he bailed out he did not know his location. During the next day everything he saw and heard indicated he was in Germany. On the outskirts of Oberwampach he saw the Luxembourg flag and knew he had dropped on the right side of the line.

Cote had been on an armed reconnaissance patrol over Nijmegen. It was his 13th sortie. His kite crashed on Belgian territory.

PROMOTED

Pilot with the Tiger squadron, A. E. Fentiman, Ottawa, has recently been promoted to the rank of squadron leader and put in command of a flight. He has completed over 20 sorties to enemy targets.

Two Coastal Crews Work Overtime on Enemy Ships

Three attacks in eight days against enemy shipping were carried out recently by F/O W. Earl Umpherson, Lanark, Ont., Captain of a Coastal Command Halifax patrol bomber. Another pilot with the same squadron, F/O F. T. Rush, Spiritwood, Sask., rolled up a *total* of three attacks in five weeks.

One night off the French coast, Umpherson surprised a U-boat and dropped two anti-submarine bombs "very close" to the undersea craft.

Some days laer, early in the morning, Umpherson, with F/O C. A. McLennan, Birtle, Man., as second pilot, attacked a gun-bristling enemy Sperrbrecher (flak ship) and another merchant vessel lying at anchor off Ile de Croix in the Bay of Biscay. Five other Halifaxes were in the attack.

The third of his trio of strikes in this period, was made on three U-boats escorted by four surface vessels while the enemy convoy was entering the strongly fortified mouth of the Gironde Estuary.

Despite intense fire from the convoy, Umpherson took the vessels on single-handed, picked out one U-boat and dropped his bombs so close he probably damaged it seriously. Coastal Command authorities described it as "a most courageous attack, worthy of the highest praise." The Canadian captain had to fly back to base on three engines.

One night in July, Rush attacked one enemy ship and dropped bombs in close proximity to the target. Later, he made another strike against three enemy vessels off the French coast and followed this up by obtaining a direct hit on a 6,000-ton enemy merchant vessel lying off Royan in the mouth of the Gironde. Bombs fell just aft of amidships and flames and smoke were seen coming from the enemy ship as the Halifax flew away.

DIPS BATTERED WING TO GET LANC HOME

Dipping his battered port wing, F/L J. F. Tees, DFC, Bruce Mines, Ont., limped his Lancaster bomber away from the target. Over the Channel Tees got his damaged outer engine working and reached his base, but he had to circle overhead for nearly an hour while other planes landed.

Over the target, an oil dump near Paris, concentrated flak had knocked out the two port engines and serious structural damage was done to the port wing. A piece of flak tore up into Tee's chair, but didn't harm him.

VANCOUVER PILOT WINS RCAF'S 8TH CGM (FLYING)

Awards Won by 26 Fliers Announced in Latest List, Gunner Receives BEM for Rescue After Bomber Crash

CANADIANS EARN 3 DSOs, 17 DFCs

The eighth Conspicuous Gallantry Medal (flying) won by a member of the RCAF featured a list of 26 awards to Canadians which were announced in the *London Gazette*. The winner was P/O Robert Burton Maxwell, Vancouver squadron pilot. Three DSOs and a BEM, 17 DFCs and four DFMs completed the total.

Award of the BEM was made to P/O Eric Stewart Neill, of the Snowy Owl squadron. The DSOs went to W/C George Clinton Keefer, DFC and Bar, Charlottetown, P.E.I.; S/L William Corbett Vanexan, DFC, formerly of the Iroquois squadron, and F/L Robert Gordon Dale, DFC, observer with a RAF bomber unit.

Maxwell had been detailed to attack a German target, and when nearing his objective, his aircraft was struck by anti-aircraft fire, disabling an engine and damaging the electrical system. Despite loss of height and a wound in his leg, Maxwell pressed on to the target where the bombs had to be released manually. He then flew his aircraft back to England and effected a safe landing.

Neill was mid-upper gunner of a bomber which when preparing to land on return from an operational mission, crashed. The aircraft was scattered over a considerable area and demolished a house which immediately caught fire.

Saved Lives

He managed to extricate himself from the burning wreckage, and with great presence of mind succeeded in dragging out four other members of the crew. Three of these were found later to be dead, but the pilot, who was dangerously ill, owes his life to Neill's prompt and gallant action. He also assisted in rescuing two women and two children who were trapped in the burning house.

A Cougar Mosquito squadron team came up with a DFC each. The pilot was S/L James Deans Somerville and his navigator F/O George Douglas Robinson. On their first sortie, the pair destroyed a Junkers 88 and they shot down another three enemy aircraft at night.

Leaders of two RCAF Typhoon squadrons on the continent, S/L John Rife Beirnes, Tofield, Alta., and S/L Kenneth James Fiset, Westmount, Que., were both awarded DFCs.

Others receiving the DFC were S/L John Franklin Easton, Timmins, Ont.; W/C John Alexander Sproule, RAF, Toronto; S/L Frederick Charles Kruger, DFM; F/O Bruce Willard Prange, and F/O Stanley Alfred Simmons, Thunderbird squadron.

Four DFMs were awarded P/O Hugh Wilson Robinson, Snowy Owl squadron, gunner; Sgt Lionel James Champion, gunner; F/S Charles Hopkins Stewart, gunner, and Sgt. James Richard Main, Swordfish squadron gunner.

Eight DFCs were awarded to Spitfire pilots flying with RCAF squadrons on the continent.

W/C George Keefer

FIGHTER MEN GET AWARDS

W/C Keefer Tops List With Immediate DSO

Nine high-scoring fighter pilots flying with Canadian Spitfire squadrons on the Continent were included in the latest list of awards published in the *London Gazette*. W/C George Clinton Keefer, DFC and Bar, Charlottetown, P.E.I., topped the list as he received the immediate DSO. Eight other immediate DFCs rounded out the total.

"Within the past few months, W/C Keefer has led large formations of aircraft on air operations during which 40 enemy aircraft have been destroyed. The successes obtained reflect the greatest credit on the skill, gallantry and resolution of W/C Keefer," said the *Gazette*. The Charlottetown pilot has shot down eight himself.

F/L Don Laubman

F/L Donald Charles Laubman, Edmonton, who recently went on a rampage to shoot down eight in three days, received the DFC for his five previous victories in which the *Gazette* said "he displayed outstanding courage and determination to engage the enemy."

One of the outstanding American pilots flying in the RCAF, S/L John Danforth Browne, Florham Park, N.J., also received the DFC. The citation indicated he had played a good part in the success of the squadron.

F/L George William Johnson, Hamilton, Ont., also came in for special mention in the citation which read "this officer is a highly capable and skilful flight commander. Within a short period recently he has destroyed five enemy aircraft. He has also damaged a great deal of enemy transport on the ground."

The other five DFCs went to S/L William Alfred Olmstead, Hamilton, Ont.; F/O Donald Wallace Goodwin, Maynooth, Ont.; S/L Graham David Robertson, Toronto; F/L Richard Martin Stayner, Saskatoon and F/O Robert Gowan McRoberts, Calgary.

Olmstead was cited for his destruction of enemy vehicles with 50 to his total, 28 of which were smashed in two days. Robertson has four aircraft to his credit, Goodwin one and Stayner three, at the time the DFCs were announced.

WINGS ABROAD

Postal Address: RCAF Headquarters, 20, Lincoln's Inn Fields, London, W.C.2.

Publication Date: Thursday of each week.

Closing Date of Advertising Copy: Friday preceding date of publication.

Advertising Rates on request.

Subscription Rates: 3 months, 3s.; 6 months, 5s.; 12 months, 10s. Single copy, 1d.

CASUALTIES

KILLED IN ACTION.

I. Haddock, F/S., Brooklyn; P. S. Millikan, F/L., Sinclair, Man.; R. C. West, S/L., Moose Jaw, Sask.

WOUNDED OR INJURED IN ACTION.

A. O. Proudlow, Sgt., Lacombe, Alta.; F. A. Sutherland, F/S., Olds, Alta.

MISSING, BELIEVED KILLED IN ACTION.

J. E. R. Bowering, F/S., Kingston, Ont.; T. Kelley, F/O., Toronto; E. D. Kidd, Sgt., Indian River, Ont.; E. H. Kulberg, F/S., Brandon, Man.; L. S. McMurchy, F/O., Spokane, Wash.; M. Sherman, W/O., Toronto; C. Szymanski, F/O., Edmonton; M. Baran, W/O., Hamilton, Ont.; J. M. Johnston, Sgt., Geraldton, Ont.; H. F. Morrow, F/O., Vancouver; E. S. Smith, F/O., Brantford, Ont.; C. W. Taylor, Sgt., Grafton, Ont.; S. A. Wilson, Sgt., Guelph, Ont.

MISSING

C. H. M. Beaudoin, F/S., Woodstock, Ont.; C. D. Boyce, Sgt., Toronto; A. V. D. Corless, F/O., Clinton, Ont.; A. D. Creighton, F/O., Saskatoon; V. C. Culiy, W/O., Lowell, Conn.; F. S. Davis, W/O., Edmonton; C. C. Flewelling, F/S., Alston, Mass.; E. H. Goehring, F/S., Schuler, Alta.; C. F. MacGregor, F/S., Vancouver; J. L. McKenna, F/S., Montreal; J. I. Magsden, Sgt., Lucknow, Ont.; T. H. Mayne, W/O., Toronto; J. F. Miresult, Sgt., Edmonton; M. Morrison, Sgt., Nazara Falls, Ont.; D. A. H. Redshaw, Sgt., Lethbridge, Alta.; N. T. S. Reed, W/O; B. A. Somers, F/O., Sturgeon Falls, Ont.; J. Sonshine, W/O., Toronto; M. H. Stoner, F/S., Niagara Falls, Ont.; A. E. C. Thomas, F/S., Winnipeg; A. C. S. Barker, Sgt., Duffield, Alta.; C. T. Beech, F/O., Scarborough Bluffs, Ont.; L. J. Bernaski, F/O., Winnipeg; A. E. Boehmer, F/O., Ottawa; H. B. Brett, F/O., Galt, Ont.; D. C. Brown, Sgt., Hamilton, Ont.; L. P. F. Crewther, Sgt., Bathurst, N.B.; H. W. Davy, W/O., Prince Albert, Sask.; E. S. Dwyer, F/O., Trail, B.C.; C. C. Evans, Sgt., Brantford, Ont.; H. W. C. Fox, Sgt., St. Catharines, Ont.; J. M. Fraser, Sgt., Ozbow, Sask.; H. A. Fuhr, F/O., Edmonton; D. Fuller, F/O., Windsor, Ont.; W. H. Gardiner, F/S., Toronto; R. Galland, Sgt., Winnipeg; K. A. Gilroy, W/O., St. Catharines, Ont.; W. A. Good, W/O., Mountain Grove, Ont.; J. H. Gordon, Sgt., Harriston, Ont.; E. C. Green, Sgt., Toronto; M. Habiluk, F/O., Winnipeg; J. Heath, F/O., Toronto; A. F. Hupman, F/O., Shelbourne, N.S.; T. Inversity, Sgt., Lusker Lake, Sask.; D. L. Irwin, F/O., Ottawa; R. A. Jack, Sgt., Newton, Ont.; F. A. Jeffrey, F/O., Windsor, Ont.; E. O. Johnson, F/O.; C. B. Johnston, F/O., North Bay, Ont.; S. K. Kaiser, F/O., Lambeth, Ont.; P. A. Kingston, F/O., Regina; D. McL. Lindsay, W/O., Vancouver; J. C. Lummis, F/O., Montreal; D. F. MacAllister, F/O., Vancouver; L. R. McElroy, F/O., Mattawa, Ont.; J. A. McHutchion, F/O., Brantford, Ont.; C. G. McMillian, F/S., Regina; W. M. McQueen, F/O., Hamilton, Ont.; A. R. Moorby, F/L., Camrose, Alta.; N. E. Moore, F/O., Verdun, Que.; D. Morrison, F/O., Winnipeg; J. K. Murray, F/O., Winnipeg; T. Negrich, F/O., Portage la Prairie, Man.; D. F. Neilsen, F/O., Buenos Aires; V. P. Obright, Sgt., Walkerton, Ont.; W. F. Pocock, F/O., Windsor, Ont.; A. L. Pollock, Sgt., McConnel, Man.; P. Power, Sgt., C. E. Quinn, F/O., Montreal; J. L. Shanks, Sgt., Brandon, Man.; J. O. Smith, Sgt., Toronto; C. V. Soderstrom, Sgt., New Westminster, B.C.; J. M. Stacyk, Sgt., Kitchener, Ont.; W. E. Spinks, F/S., Brooklyn, N.S.; C. E. Stockdale, F/O., Hamilton, Ont.; W. D. Turner, F/O., Kingston, Ont.; W. C. Ware, W/O., Fitchburg, Mass.; C. T. Wright, Sgt., Vancouver; R. L. Frankfurth, F/O., Comber, Ont.

KILLED ON ACTIVE SERVICE.

E. Bunt, Sgt., Windsor, Ont.; G. K. Cameron, Sgt., Metcalfe, Ont.; R. S. Crackenell, Sgt., Vancouver; E. A. Crowe, Sgt., Ste Lambert, Que.; C. H. Durham, Sgt., Toronto; G. P. Marchington, Sgt., Toronto; J. R. M. Corman, Sgt., Willows, Sask.

WOUNDED OR INJURED ON ACTIVE SERVICE.

J. D. Ballagh, Sgt., Toronto; D. G. Brown, LAC., Radville, Sask.; W. J. Robbins, F/O., London, Ont.

PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR.

L. C. Bannister, F/O., Sarnia, Ont.; J. J. Maher, F/O., Chatsworth, Ont.; W. Y. Thom, F/O., Winnipeg, Man.; J. N. A. McDonagh, F/O., Hamilton, Ont.; A. R. McGillivray, F/O., Central Butts, Sask.; G. W. Sharpe, F/O.

CANADIANS WITH THE RAF

MISSING.

R. H. Thompson, S/L., Truro, N.S.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE.

F. E. J. Day, Cpl., Winona, Ont.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION.

H. J. Crawford, Sgt., Conors, Sask.

Lucky People

Pass Through Massey Gen Mill

Airmen returning to Canada for leave or demobilisation following overseas service are going home knowing what the score is concerning their transfer from Service to civil life.

Air crew and ground crew alike don't set foot on the gangplank of the home-bound ship until they have been genned on their post-war prospects back in Canada. All are briefed thoroughly on rehabilitation measures, gratuities, educational facilities and other phases of the Canadian Government's program of assistance to Service men and women.

All RCAF personnel who are returning to the Dominion pass through this gen house, a special repatriation unit known as "R" depot. The unit is commanded by G/C Denton Massey, Toronto, whose work with Canadian youth in peace-time was internationally recognised.

Today he applies the principles of his peace-time work to the many and varied problems facing Canadian youths whose lives have been abnormally stimulated by the impact of war.

A group of air crew and ground crew specialists, including medical officers, staffs the repatriation depot and gives counsel and advice to those setting off for home. Individual attention is given each airman posted there, whether he is a top-ranking fighter ace wearing a string of decorations or a lowly acey-deucy whose dreams of adventure overseas were shattered by sickness.

First step for all, following the routine business of documentation, is the medical section headed by W/C H. D. Mitchell, Toronto. Here the repatriate is examined by specialists, who pass on fitness and categorise him for his Service records.

Air crew then proceed before another board of air crew specialists, headed by W/C R. W. McNair, DSO, DFC and two Bars, Prince Albert, Sask.

There's real training to be had in "R" Depot's vocational craft shop.

(Official RCAF Photograph.)

The air crew board is composed of Canadians whose operational experience has been such as to make them thoroughly familiar with all aspects of aerial combat. They are able to assess repatriates on the basis of having done everything that the repatriate has done. In addition, they are able to determine whether or not the young pilot, just through an exciting operational tour on bombers, will be able to take on another tour following leave at home or whether he should be employed as an instructor.

A certain amount of their work is devoted to salvaging a percentage of the air crew who are unable to adjust themselves to the faster operational type of aircraft flown on combat missions overseas.

Assisting W/C McNair are S/L J. P. Coyne, DFC, Flin Flon, Man.; F/L G. A. Anderson, Vancouver, B.C.; F/L F. J. Chittenden, DFC, Brantford, Ont.; F/L A. H. Hodson, Alberni, B.C.; F/L W. R. Menzies, Toronto, Ont.; F/L L. W. Humphrey, DFM, Toronto, Ont.; F/L J. B. Donnett, Winnipeg, Man.

A well-rounded program of sports and entertainment is available for all ranks. A vocational craft shop, where airmen are encouraged to make souvenirs from the odds and ends of metal they have gathered overseas, does a flourishing business. In charge of this section is Sgt. G. W. Miles, who taught manual training at Oliver Intermediate School, Edmonton, Alta., before enlisting in the RCAF.

A library of almost 2,000 volumes, including many technical works, caters to those airmen who are interested in pursuing their studies while awaiting embarkation.

"Ici et Là"

C'est la coutume aux Alouettes, comme à bien d'autres escadrilles outremer, de boire un p'tit coup à la santé des équipages au sol, quand l'équipage de vol a terminé son premier tour. L'autre soir donc au "New Inn," le seul "pub" du petit village de X, le lieutenant de section Roland Langlois, DFC, et son navigateur, le lieutenant d'aviation Josaphat Gilbert, recevaient.

* * *

Les pingouins du "C" "Charlie" se réunirent dans une petite salle particulière que leur avait aménagée le proprio de l'auberge. La bière dorée qui fait chanter fit briller les yeux. René Cuillerier fit les frais de la conversation. . . . Il avait tant de souvenirs à rappeler.

* * *

On remarquait à ces agapes: le sous-lieutenant d'aviation J. R. Jutras, navigateur: le caporal Lionel Proulx, monteur de charpentes, d'avions: l'aviateur-chef Bernard Payette, mécanicien: l'aviateur-chef Gilles Arteau, mécanicien sur moteurs d'avions, l'aviateur-chef John Mabb de Winnipeg et le sergent André Desrochers de Montréal.

* * *

Le sergent Ronald Fauquier, de Montréal, un mitrailleur, est arrivé récemment en Angleterre. Il se trouve actuellement à un centre de réception de l'aviation canadienne. Avec lui, un nouveau pilote d'Ottawa, le sergent de section Tom Farley, qui travaillait dans une avionnerie avant de s'enrôler.

* * *

Les gens des Alouettes se réjouiront d'apprendre que leur ancien commandant, le commandant d'escadre Roy McLernon, DFC, de Montréal, a été nommé capitaine de groupe. Il est en tête maintenant de la station qui loge la fameuse escadrille "Lonside."

* * *

Le sous-officier breveté de première classe Jean-Jacques Deslauriers s'est acquis un nouveau surnom: on appelle maintenant ce maître mécanicien le Roi des Pingouins. Il convient que le chef des mécaniciens et des équipes sur terre soit ainsi nommé. L'on peut dire que ce roi est l'un des aviateurs les plus occupés de l'escadrille.

* * *

Le Cardinal Villeneuve, archevêque de Québec, a visité cette semaine le quartier-général du groupe de Bombardement canadien et a adressé la parole à un grand dîner où assistaient les hauts officiers du groupe. Plus tard, son Eminence visita l'escadrille "Alouette." Il y célébra la messe, et dans l'après-midi, visita les avions et fit le tour des hangars. Il était accompagné par le commodore de l'air Mgr. A. Charest, et par son secrétaire particulier, l'abbé Nicole.

* * *

L'officier-pilote J. Aimé Jeanotte, de Rouyn, Québec, a tout récemment complété sa première série d'opérations comme sans-filiste mitrailleur. Jeanotte est dans l'aviation canadienne depuis 1942. Marie et père de deux enfants il espère qu'on lui permettra de prendre son congé à temps pour lui permettre de passer le Noël au Canada.

CARDINAL SEES OPS STATION

Rodrigue, Cardinal Villeneuve, of Quebec, leader of all Canadian Roman Catholics, paid his first visit to an operational flying station this week. His Eminence spent a day with the Alouette and Snowy Owl squadrons, a day high-lighted by Mass in the station chapel attended by every Roman Catholic who could leave his work. To culminate his visit he was made the first honorary member of the French Canadian squadron following dinner in the Officers' Mess.

Officers and other ranks, air crew and ground crew, admin personnel and mechanics, were introduced to his Eminence, who asked about their work, their homes, and their people.

He sat in the cockpit of a huge Halifax bomber; sang Alouette with hundreds of airmen; celebrated Low Mass and delivered the sermon, and he bought a $1,000 Victory Bond.

The Cardinal told the congregation: "In 1939 you were asked to defend Christian civilisation. You have answered that call well. This fact I shall carry to the people back home."

FINISHES FIRST

F/O G. G. Barton, Sudbury, Ont., Tiger squadron pilot, has completed his first tour.

Night Fliers Stage Close Race for Scoring Honors

France.—Currently leading British and Dominion squadrons in enemy aircraft destroyed at night since D-Day are members of the RCAF Nighthawk squadron flying Mosquitos from an airfield in this country. They have 35 kills on their scoreboard.

Close on their heels for scoring honors are men of the Cougar squadron, with 34 victories. In total kills since their formation the Cougars, led by W/C G. A. Hiltz, Milltown, N.B., shade the Nighthawks. Since invasion day the two outfits have run neck and neck, with the lead passing from one to the other on several occasions.

The Nighthawk squadron, recently taken over by W/C J. D. Sommerville, DFC, Port Perry, Ont., started its scoring run the night of June 5 and hasn't looked back since.

Besides aircraft destroyed, the squadron counts four probably destroyed and eleven damaged. Before D-Day they had seven destroyed, two probables and eight damaged.

During the heavy flying bomb attacks on England, the Hawks shot down ten robots at night.

Leading contributors to the Nighthawk score were P/O W. G. Kirkwood, DFC, Edmonton, and his navigator, P/O C. N. Matheson, DFC, Winnipeg, who shot down four Huns before they were posted to another squadron.

S/L John Hatch, DFC, Toronto, flight commander and his navigator, F/O Jack Eames, DFC, Bruntcliffe, Leeds, England, got three of the squadron's total.

SAY IT . . .—

Flowers for the folks at home can be sent through the Canadian Hospitality Bureau, 11a, Lower Regent Street, London, again this year. The Christmas deadline is early, November 10.

Supervisors of all four auxiliary services on stations will handle the orders. Those on stations with no AS officers may send money orders of £1, £1 10s. or £2 to the Regent Street offices.

This year cable costs have been eliminated, and all orders are to be flown to Toronto via bomber mail. The order will be filled in Canada.

McEWEN PRAISES STORE BASHERS

On an inspection trip Air Vice-Marshal C. M. McEwen, MC, DFC and Bar, Montreal, AOC Canadian Bomber Group, praised personnel in the equipment sections at the bomber base commanded by Air Commodore J. G. Bryans, Saskatoon, and the station commanded by G/C J. B. Millward, DFC and Bar, Sherbrooke, Que.

"I want to congratulate you on the fine condition these stores are in," said Air Vice-Marshal McEwen in addressing the men at the conclusion of his tour of inspection.

"They are the neatest and cleanest I have even seen during my service," he continued. "I came here unexpectedly to-day and found the sections kept as they must be at all times."

W/C H. H. Poyntz, Calgary, Alta., is in charge of the base equipment section and the station equipment officer is F/L Douglas Russell, Winnipeg.

ENGLISHMAN LEADS BEAUS

Buffalo squadron pilots of Coastal Command have a new commanding officer, an Englishman with Canada badges. The new Beaufighter boss is W/C Edward William Pierce, Leigh-on-Sea, Essex. He replaces W/C Kenneth Gatward, DSO and Bar, DFC.

The new CO was a member of the RAF volunteer reserve in peace-time, but was working in New York at the outbreak of war. In 1940 he was transferred to a Winnipeg branch, and while there received permission from Air Ministry to enlist with the RCAF.

He completed his first tour with the squadron during which he took part in the commando raid on Waagso Harbor. With three other aircraft, he provided air cover and dispersed an attack by Me109 fighters.

The former CO, W/C Gatward, had completed three tours when he was screened from further flying.

TOUGH TRIP

Deputy flight commander with the Tiger squadron, F/L J. A. Partridge, Regina, Sask., landed safely at base with two wounded crewmen and 120 flak holes in his kite. While on a sortie over the Calais area, they were riddled with shell fragments, one piece going through the navigator's table and another between Partridge's legs.

SKIPPER UNMOVED BY VANISHING GAS SUPPLY

Although it appeared there probably would be insufficient fuel to carry his Halifax on to the target and back to base, F/O Tommy Shore, Ottawa, pilot, pressed on to drop the bomb load.

"Predicted flak tagged us just before we reached our objective, Dortmund," said the mid-upper gunner, F/S John McIlroy, Toronto. "Each burst riddled a gas tank."

The navigator worked out the shortest route home and, hours later, they touched down on a coastal airfield with the tanks almost dry.

MOSSIE TWOSOME IN SECOND JUMP

Making their second jump together, P/O F. E. Haley, Medicine Hat, Alta., pilot of a Mosquito nightfighter, and his navigator, P/O S. J. Fairbanks, DFM, Edinburgh, Scotland, hit the silk recently over Belgium.

Their first jump was made at an operational training school. This latest came after they had shot down a Ju88 and debris from the blazing Nazi aircraft had knocked out their starboard engine.

Haley landed in an orchard near a brewery and had a cut in his head bandaged by the friendly brewer, who had also been a doctor. Fairbanks landed nearby and members of the Belgian underground brought him to the brewer's home, where hospitality flowed in terms of fine old beer and cognac, a bed for the night, and a trip through the brewery next morning.

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. (10 per cent. discount is allowed for unit funds on all such purchases.)

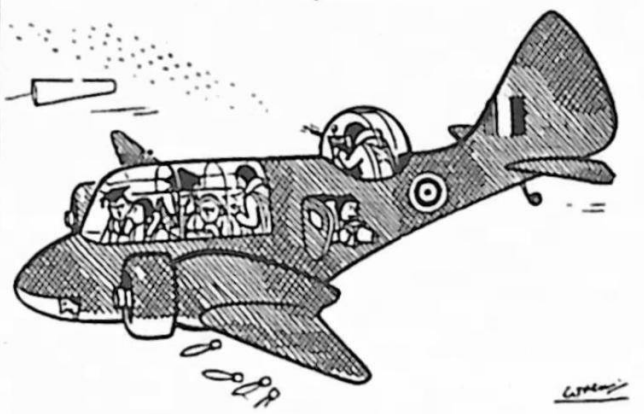
NAAFI clubs in Britain and overseas offer many amenities for Canadian Forces.

NAAFI mobile canteens serve remote or scattered units.

NAVY, ARMY AND AIR FORCE INSTITUTES

Ruxley Towers, Claygate, Esher, Surrey

Oddentification



In Oxford's many seats of learning
Sits the u t aircrew, yearning
For that coveted, distant day
When each in his particular way
Applies his 'Varsity education
To Hitler's ultimate decimation.

[Aeroplane

HUSKY SQUADRON HELPS HIT NAZIS IN HOLLAND BATTLE

Playing Major Role in Fight for Gateway to Reich; Transporting Troops and Wounded, Towing Gliders and Ferrying Supplies

As the great battle in Holland ebbs and flows at the gateway to the Reich, the RCAF troop-carrying Husky squadron is playing a major role transporting airborne troops, towing gliders and ferrying supplies of every kind, including precious blood plasma, to the battlefields.

At Arnhem

Canadian manned Dakotas helped drop the men of Arnhem and later supplied them with materials by parachute as they fought one of the most heroic battles of the war.

The Husky unit's transports have played still another role in the airborne campaign. When not returning to Britain from Dutch airfields with freight, they have flown wounded to British hospitals

The squadron is commanded by W/C J. A. Sproule, DFC, Brandon, Man., and Toronto, one of Canada's outstanding fliers.

Unit Praised

The unit has already been complimented by the ACC Transport Command, Air Chief Marshal Sir Frederick Bowhill, CBE, KCB, CMG, DSO, who visited them recently, talked with the crews and expressed his appreciation that the squadron was able to play so important a role.

W/C Sproule's chief assistants are S/L C. N. McVeigh, AFC, Calgary, and squadron adjutant [illegible] Joynt, Regina and Toronto. Joynt served in Britain and France since 1942 and was brought back across the Channel to help organize the RCAF squadron.

Flight commanders are S/L J. T. Reed, Ottawa, S/L W. C. Sanders, DFC Duff, Sask., and F/L A. C. Blythe, a Canadian whose present address is Wiltshire, England.

Other officers are F/L A. Hebert, Sherbrooke, Que., medical officer; F/O N. W. Faulafer, Victoria, B.C., equipment officer, and F/O H. M. Silchter, Toronto, education officer.

GUNNER ENDS OPS IN CHUTE

Hally Loses Two Motors A Few Minutes From Base

Within a few minutes of completing his second tour, P/O Peter Melneczuk, Nelson, B.C., saw both starboard propellors of the bomb-laden Halifax in which he was flying, shear off. With the kite slanting towards the English countryside the skipper ordered the crew to abandon aircraft. Melneczuk wound up his operational career dangling from a parachute.

The target was Homburg, a daylight do. Clouds so concealed the town that it was thought advisable to save the load. When the props went there was no possibility of jettisoning the bombs. The only feasible course was to try a pancake.

With the crew safely away the pilot picked his spot and set the bomber down in a field. The bombs did not explode but the petrol went up. The skipper was killed.

Melneczuk, a gunner, flew Wimpies from Britain to India with Ferry Command on his first tour. He wound up the stint doing reconnaisance patrols for Coastal in India. He was with the Bluenose boys when he finished his 572 flying hours.

AMBITIOUS CITY TO PLAY SANTA CLAUS

Personnel of the Tiger squadron won't go short of comforts this Christmas if plans of the Hamilton Chamber of Commerce are completed.

The squadron was recently advised steps were being taken by the Chamber of Commerce, which adopted the squadron some months ago, to ensure adequate supplies would be on hand to fill the stocking of every airman.

There was great joy in the camp when 25,000 cigarettes arrived from the Hamilton citizens. These are being distributed to all members of the squadron, along with 1,500 packets of candy.

The squadron CO said, "The citizens of Hamilton and district are doing a great job in looking after the wants of the airman. We are very grateful for what they are doing and I want to extend my thanks to them on behalf of the squadron.

THE
ROYAL BANK
OF CANADA
offers
to all members of the
Canadian Forces
a warm welcome
and special facilities
at
LONDON
WEST END OFFICE:
2/4 Cockspur Street, S.W.1
MAIN OFFICE:
6 Lothbury, E.C.2

DECORATED

Seen at last week's investiture after receiving a DSO each are: left, G/C Paul Y. Davoud, DSO, DFC, Kingston, Ont., and right, W/C Dal Russel, DSO, DFC and Bar, Westmount, Que.
(Official RCAF Photograph.)

Bomb Armorers Put Premium on Caution

Bomb dump ground crews, armorers who make the last lethal adjustments in the huge missiles toted by RCAF Bomber Group over Germany, have a tough job and a dangerous job. And they know it.

They realise that one mistake in certain types of work may result in their own instant destruction or inescapable injury. An atmosphere of tension, unavoidable, fills each of the isolated dumps in the group. Apart from the danger, these groundlings work at all hours and in all weathers.

Skill, Courage

Though the skill and courage of bomb armorers is obvious, the nature of their work has prevented their getting the plaudits of the public.

Typical of the bomb-bashing breed is F/S Tom Elsworthy, Calgary. This young NCO supervises the dump at the station from which the Iroquois and Bluenose squadrons operate.

He's the only man in the dump allowed to screw bomb pistols into the big delayed-action brutes. He has performed this surgically precise feat between 1,200 and 1,400 times since taking over the job.

But to Tom, the most important part of his work consists, not of inserting the tricky pistols but keeping an eye on the condition of his men. Every bomb armorer has to be "careful as a doctor" or he won't let the man on the dump.

The bomb-bashers of the Canadian Group have set up a fine record for accident prevention and they will keep it up.

HALLY MEN FIND THRILLS IN TOUR

Into a single tour of operations F/L E. W. Andrew, pilot, Toronto and Collingwood, Ont., and P/O W. W. Long, WOP, Toronto, have packed enough thrills to last them a lifetime.

Last July their aircraft was among scores of Halifaxes which took off to attack a flying bomb site on the French coast. Technical difficulties developed, and both port engines failed. Andrew turned for home before reaching the target, but lost altitude so fast that he had to ditch in the Channel.

Trapped in the big kite, the pilot was carried 12 feet below the surface. The tail broke off and the Halifax sank almost immediately. Long managed to make his way under water to the rear escape hatch. All members of the crew swam to the inflated dinghy, righted it, pulled themselves aboard, and about an hour later were picked up by an ASR launch.

On a trip to Munster, their Halifax was badly shot up by flak, but they came back to base and landed safely.

Attacking a railway yard at Juvisy, France, two enemy fighters jumped them one from each side. In the violent evasive action which followed as the gunners opened up, the aircraft lost altitude to 900 feet. They scored a probable kill, and went in to bomb. On the way out a German anti-aircraft gun started to annoy them, so they turned on it and the gunners shot up the gun-site, silencing it.

NOW INSTRUCTING

Now screened from further operations, P/O Bill Bissent, Grande Prairie, Alta., has been sent on night vision instructing duties to a Bomber Group base.

G/C Al Avant, Age 22, Heads Conversion Unit

Believed to be the youngest group captain in the RCAF and the youngest man to take charge of a station in the Canadian Bomber Group, A. F. Avant, DFC, Hughton, Sask., has been promoted to that rank and placed in command of a heavy conversion unit. He is 22 years old.

The young pilot completed the leap of 13 ranks from AC2 to group captain in the small space of three years and seven months He joined the RCAF in Saskatoon in March, 1941.

He won his wings and commission at Yorkton, Sask., and was awarded the "Wings of Merit" for topping the graduating class. He was posted overseas one year after he had enlisted.

G/C Avant completed his first tour of operations on Wellington, Stirling and Lancaster bombers. He began his second tour with the Thunderbird squadron and made 10 sorties before being posted to the Bison squadron as commanding officer. He made eight trips with the Bisons before his recent promotion.

A flying accident put him on the shelf for a few months after he took command of the Bisons He is now fully recovered from the back injuries suffered at that time.

G/C Al Avant

LOAN TARGET INCREASED AS REPORTS SHOW BIG BUYING

Six Group Over Million Mark With Alouettes Leading Race Among Bomber Stations; PRC Nears Half Million

As the Seventh Victory Loan campaign swung into the home stretch this week, word was received from Ottawa that the quota set the RCAF overseas was upped from $3,000,000 to $4,000,000.

Reports from the Far East show that the $100,000 mark has been passed, with indications for further sales before the closing date. In the U.K. No. 3 PRC is fast approaching the $500,000 notch and sales in 6 Group have far exceeded $1,000,000.

French - Canada's famed Alouettes are still setting the pace among squadrons in Bomber Group, with 274 per cent. of quota sold. The crack Moose squadron, with 170 per cent., moved into second place ahead of the Bluenose unit, with 164 per cent. Following in fourth and fifth places were the Ghosts, with 158 per cent., and the Bisons with 148 per cent.

Keen Contest

Still in the lead for the shield to be presented to the leading station by Air Vice-Marshal C. M. McEwen, MC, DFC and Bar, AOC of the group, is the airfield housing an air crew battle school. Second in line was the station from which the Moose and Ghost squadrons fly, while next in order are an airfield housing a heavy conversion unit, the station from which the Alouette and Snowy Owl squadrons operate, and a station which is home to heavy conversion unit.

VETERAN SKIPPER GIVEN NEW CHORE

Within a day of finishing his tour and relinquishing command of the Goose squadron, W/C Roy McLernon, DFC, Montreal, was promoted to the rank of Group Captain and placed in charge of the station from which the Leaside squadron operates.

An outstanding pilot, G/C McLernon was flight-commander with the Bluenose squadron before taking command of the Alouettes and later the Goose squadron.

The Montrealer demonstrated his ability to handle a heavy bomber during an action over Cambrai when 15 German fighters in two formations jumped the kite, just after the bombs had been dropped. The skipper took the bomber down to within 1,500 feet of the deck to give the Nazis the slip.

FLIGHT BOSS

Promotion to the rank of squadron leader and appointment to command a flight of the Bluenose Squadron came together for George Nickerson, Kenora, Ont.

In 1939 he joined the RCAF as an AC2 fitter, transferred to air crew in 1941, and won his pilot's wings and commission.

SOMMERVILLE HEADS 'HAWKS

Nightfighter Formerly Flight CO With Cougars

France.—W/C J. D. Sommerville, DFC, Port Perry, Ont., one of the leading Canadian nightfighter pilots, has taken command of the RCAF Nighthawk Squadron now operating from France.

Sommerville's promotion to wing commander was made simultaneously with his appointment as CO.

This Mosquito pilot, who bagged four German planes during the first two weeks in August, was a flight commander in the Cougar squadron, another Canadian nightfighter unit also in France. His total bag is five enemy planes destroyed and one damaged, all scored while flying with his present navigator, F/O George Robinson, Transcona, Man.

Sommerville and Robinson were awarded DFCs earlier this month in recognition of their outstanding performance in nightfighting.

A veteran pilot, Sommerville counts the night on which he shot down a Do217 one of his toughest—because he was unable to stretch the score to three kills. In the long combat to finally shoot down the Dornier, the Port Perry flier used up all his ammunition. Returning to base, he ran into three more Dorniers, formating prior to launching a bombing raid, but didn't have a shot to fire at them.

"I just swore and asked ground to send someone else up to take a crack at them," he said.

THE
DOMINION BANK
welcomes all Canadian
friends to its London
branch at—
3, King William Street,
London, E.C.4.
Telephone: Mansion House 7751.
Incorporated in Canada in 1871
with Limited Liability.

RCAF VETERAN STATION BOSS

One of the men who helped establish the service flying training schools across Canada, G/C J. G. Kerr, A.F.C., St. Thomas, Ont., has been named commanding officer of the station from which the Porcupine and Tiger squadrons fly, in RCAF Bomber Group.

Member of the permanent force, the 35-year-old station commander won his pilot's wings as a provisional pilot officer attending RMC in Kingston. Upon graduation, he enlisted in the RCAF.

He organised No. 1 SFTS at Toronto in 1939 and the following year went to Uplands as chief instructor where he attained the rank of wing commander. In the subsequent months he travelled across Canada setting up SFTS' and on completion of the assignment returned to St. Hubert as CO. He then moved to Ottawa as deputy director of air training and then became CO of the B & G school at Fingal.

He arrived overseas early this year to take charge of a heavy conversion unit before taking his present appointment.

BOMBER OUTWITS 15 HUN FIGHTERS

On the return trip from a raid on Cambral, the Halifax in which P/O Chuck Osborne, Fort Erie, Ont., AG, and F/O Jim Tully, Fernie, B.C., navigator, were crewed was attacked by 15 enemy fighters.

They peeled off in formation and came down on the bomber's tail. The skipper dived to 1,500 feet and the Jerries couldn't get at them. Both Goosemen have completed tours.

BANNOCK EDMONTON CO

S/L Gray W/C Barker W/C Bannock

* * *

W/C Russell Bannock, DFC, Toronto and Edmonton, high-scoring Mosquito pilot of the City of Edmonton squadron, has been appointed commanding officer of the unit, succeeding W/C Anthony Barker.

Bannock has flown with the squadron for several months as a flight commander. During the robot bomb attacks he was top scorer in the squadron, knocking down 18½. His record of trains, transport and aircraft destroyed in enemy territory has been high.

The new CO served in Canada for four years before being posted overseas. He was an instructor at Camp Borden and Arnprior. Holder of a civilian licence in peace-time, Bannock joined the RCAF in September, 1939.

W/C Barker, who is relinquishing command of the squadron following the completion of two brilliant tours of operations, has served in the RCAF since the outbreak of war. He is English born, but was living in Canada when hostilities began.

S/L Ross Gray, Edmonton, fellow flight commander with Bannock prior to the latter's promotion, has also completed a tour.

Radio Mechs

RADIO ROUNDUP

Former radio mech and now radio engineer with the Directorate of Public Relations, F/O Bernard Yuffy, Windsor, Ont., has returned to London HQ after more than three months in France, Belgium and Holland.

In June he landed in Normandy and started in with his job of recording, his work carrying him to the front lines on five or six occasions. Later on he made his HQ in a Brussels hotel, where he and a group of others hired their own French chef.

"As an indication of the Belgians' preparation for the Allied advance," said F/O Yuffy, "the city services of Brussels were in operation 48 hours after our arrival. Prices were fantastically high, but with the new money laws they were forced to come down to meet the income of the people.

"The boys are working very hard, but, at the same time, they are having a good time and enjoying the experience. I was particularly impressed by the spontaneous warmth of the Belgians. The Canadians seem to have a special place in the hearts of the local girls."

Three sparks boys who gravitated to a cosy corner at Lexham Gardens last week were LAC J. K. Mann, Richmond, Ont., Cpl. R. A. Gourlay, Flin Flon, Man., and LAC Ken Butler, Toronto. Cpl. Dick Valpy was another of the radio gen men who was enjoying sheets for a while. After moving around England some what, LAC Stan Parke, Caledonia, Ont., stepped off in smoke for a day.

PILOT SAVES NATIVE HUTS

Two engines on a Dakota transport cut dead a few seconds after the take-off. F/O Al Watkins, Regina, was faced with crashlanding his 7,000-pound cargo of petrol square on top of a Manipuri village. He missed it. His crew suffered only minor cuts.

The heavily-laden aircraft had just lifted from the airstrip on the Imphal Plain when the motors quit. The Canadian pilot read 150 feet on the altimeter. Only seconds remained before an inevitable crash.

The terrain in front was dotted with clusters of native palm huts and trees. Striving to avoid both dwellings and trees, Watkins fought to retain height to the last possible second.

Finally, with the village safely behind, the Dakota touched down, its belly throwing up clouds of dust scorching along the paddies. A lone tree caught the wing, tore it off, and swept the kite into one of the huts, already emptied of inhabitants.

Thinking of the inflammable load, the crew hustled away from the aircraft, but there was no fire. Since then, Watkins has flown more than a dozen supply sorties from the same airfield to complete his tour.

HUSKY SQUADRON

Supply Types Tell All

With this issue the Huskies are howling for the first time in these columns, a long, loud, overdue howl. The squadron won its spurs in the invasion of Holland, and still continues with its good work in the carrying of supplies to the armies on the continent.

The squadron is headed by W/C J. A. Sproule, DFC (Toronto), who transferred recently from the RAF to the RCAF. The adjutant, F/L E. L. Joynt (Regina), plus the pioneers of the orderly room are all veterans of D+ and have had some of that so-called "Get some time in."

Progress

Under the capable hands of Cpl. Riley, Regina, and LAC Toon, Vancouver, the servicing echelon is progressing in a satisfactory manner. We might say, however, that Frank Riley and Jim Toon are right there all the time, and at any time. Riley and Toon, so they tell us, "Have had plenty of hours in, 'over there.'" We were amazed at the transformation that had taken place when these two returned from an operation in Gloucester, which was duly registered in their log books and duly signed by the O/C i/c, namely, Riley.

Kasper, with much on his mind, sent his trousers to the cleaners and purposely left his post office bank book in the pocket in order that he might scrounge one of those crafty Birk half days off.

Since we have mentioned a few of the staff we might as well go all the way and give brief thumbnail sketches of the rest of the staff.

NCO i/c RAF Administrative Instructions, Frank Walker, Windsor, is found daily in the road scanning the horizon for the appearances of those long-awaited bodies who should be at work at 8.30 but never turn up until nine.

Second i/c Cpl. Kasperski, Winnipeg, proud and happy pappa, sits at his desk daily wondering and wondering about such subjects as rehabilitation, when the war will end, etc.

"Ish" Fennell, Brantford,—he with the dazzling beauty on his desk—has all the "wolves" (and officers included) that visit the orderly room emitting low howls and growls, while "ish" himself also does some wondering.

Bonnier, from Montreal, is safely caged away in an office of his own as i/c records.

Peter Lichacz, Winnipeg, i/c miscellaneous and general "joe" boy, is wearing out a lot of shoe leather between the orderly room and the NAAFI explaining to a lovely creature why he has not returned her lighter.

Birk, Hamilton, is interested mostly in cagey days off, now nicknamed B-days.

LAC Patric, Kingston, spent his first day in London yesterday, and he could be found sitting in the poet's corner of the Whitehall Theatre neck-a-booing with Phyllis Dixey.

Like all good squadrons we have our discip, F/S Goucher, Brandon, who is continually wowing the boys with the tricks that only the Air Force can teach its discips.

"Slick" Slichter, our up and coming bond salesman and educational officer, has brought back from the Continent many new tricks to his trade.

SMOOTH FRENCH WINS COMFORTS

France.—They used to kid F/O Joe Carpenter, Montreal, navigator with the Nighthawk squadron, about the smooth French with which he won friends and influenced the female population here, but they give him full marks for his latest diplomatic victory.

When the Nighthawks moved onto this field they found that the Germans had left excellent dispersal huts and ground crew flight rooms, but the squadron's mobile furniture wasn't sufficient to fill the rooms. Carpenter contacted the Mayor's secretary in a nearby village and talked fast and convincingly.

Now the dispersal hut boasts a fine collection of easy chairs, tables and double-decker spring bunks for the night crews. All former Luftwaffe equipment, it had been swiftly rounded up by the Mayor when the Germans left.

WE SPECIALIZE
In those extra touches
CANADIANS DEMAND
In their
OFFICERS' UNIFORMS
Located within 200 yards of
R.C.A.F. HEADQUARTERS
Our 50 Years of Tailoring Experience is at your disposal.
W. T. KING
TAILOR,
105, HIGH HOLBORN,
W.C.1. Phone: CHA 7784

Black Bull Boys

With the 7th Victory Loan Campaign entering its second week, and the quota more than half again subscribed, we begin to wonder just where that percentage figure will eventually stop.

More Coming

F/O Dodge, of Loan HQ, last night issued a statement to the Press that to date 157 per cent. of the original target has been bought up with several of the wealthies wallets still unopened—rust, no doubt. Our Adj., F/L W. H. Collie, who is generalissimo i/c of this avalanchious affair, is right in his element, having been a banker ever since he wore knee-pants.

Even the first day saw the thermometer leap up in bounds as the pace of hauling in the shekkles got hotter 'n hotter. About 7.30 the darn thing burst wide open when the industrious officers-turned-salesmen brought in the fruits of their labor. That was the day a certain LAC signed for a cool grand.

On Monday night all the station turned out for a gala Victory Loan band concert and dance, music supplied by No. 3 RCAF Overseas Band, with F/L Jim Carnie, Toronto, sports officer and compere, handling the mike. Nest-eggs totalling $350 were raffled. The fortunate individuals to score for these were LAC High, Jarvis, Alta., who reaped $50 for a shill; LAC Boyd, Ottawa, who was plagued with the same luck; F/S Keay, an RCAF bobbie from Peffer Law, Ont., who snagged a big one worth $100; F/O Rainford, WOP/AG, Vancouver, who picked up an easy $50; and F/O Colquhoun, Bomb - Aimer, Toronto, who won the final bond, also a $50. The latter two are crew members.

OPS VETERAN TAKES POST AT GROUP BASE

Veteran of a tour of operations, 21-year-old B. F. N. Rawson, DFC, Hamilton, Ont., has been promoted to the rank of Wing Commander, and placed in charge of operations at one of the bomber bases in Bomber group.

W/C Rawson formerly held the post of tactics officer at Group HQ. He finished his tour as a flight commander in the Bison squadron.

NEW LOAN CHIEF

F/L W. G. Richardson, Ottawa, has succeeded W/C George Ault, Ottawa, as Chairman of the RCAF Overseas Seventh Victory Loan campaign. F/L Richardson held a similar post with No. 1 Training command during the Fourth Victory Loan campaign. W/C Ault has been posted to other duties.

HEADQUARTERS

Bond Hop Big Success

Music had hardly stopped and smoke scarcely cleared from last week's HQ hop at Seymour Hall with all its varied causes, events and results, before the cabinet (HQ Sports and Entertainment Committee) set about another one. Come next month one repeat puffohmance of one of the best.

Star Effort

Anna Neagle, British film queen, reigned over the last one as capably as any monarch could rule the unruly. She fished out seven Seventh Victory Loan bond winners from the cartoon carried by W/C Ault, the chief bond pusher. The winners included four from UKBAU, two from LIF and one lucky sport from a Warwickshire station.

Those with $50 in Canada's future are LAW E. A. Shaw; D.P.; Sgt. Ralph Dean, APA3; LAW Jean Keating, Accounts; AW1 M. W. Nolan, Records; LAW E. Reierson, Estates; Cpl. A. E. W. Haar, UKBAU, and Cpl. W. D. Keenan, the Joe from up country.

Sgt. Louise MacBride had the pleasure of turning over a hefty bouquet and a big box of Canadian candy to the guest of honor, the gracious Anna. Air Vice Marshal Anderson was around to watch the goings on.

Bar facilities were excellent and only exceeded by the music of the Streamliners. Put next month's wrestle in the same place on your must-not-miss list.

More Events

This week's committee scramble came up with a few more meaty events to sink your teeth into. Namely, preparations for the bridge club, the basketball league, a roller skating party, the bingo to-night and some hockey info.

The gals are struggling with heart contracts now but they want the boys to come out and help, even if they only play the dummy hands. It's every Wednesday evening at the Reception Centre UKBAU.

The roller-skating fracas will be held at the Alexandra Palace come Sunday, Nov. 19. Tie on your skates and get started by seven o'clock and the price of admission to a few bruises and broken bones will be the paltry sum of 1s. 6d. (each).

Thursday night (to-night) at UKBAU gives the Bingo brawl with eats after and a moom picher. Take your girl and hold hands.

First hockey practice will be Nov. 6 for the combined HQ, UKBAU and perhaps BPO team. The first air force game will be on Nov. 12.

Super. Tadman has things cooking out the western way for the cagers to get cracking shortly but he still wants names from the HQ hustlers. Hand 'em in to your section representative if you feel healthy and as soon as the clubs are organised, mayhem begins at the Chelsea Barracks.

It's a two man exec. for the sports and ent. committee this year with F/L George Grant steering the ship and Sgt. Margaret Mitchell doing the navigating from the secretary spot. Flt/O Cameron is going to stick to the grandstand quarterbacking job along with the rest of the committee.

EDMONTON KITES FLY DAY SWEEP

Mosquitoes of the City of Edmonton squadron flew deep into Germany last Sunday afternoon and found the Luftwaffe grounded, but found their victims on a Nazi airfield.

The Canadians destroyed at least one enemy aircraft at Holschirchen, near Innsbruck, and other German planes were damaged in a ground-strafing attack.

On the return trip across Germany the Mossies destroyed a railway engine, raking it with cannon fire and causing it to explode.

CONTEMPORARY CHARACTERS... by "MUFF"

F.D.R.

NO ZONING

KLEEN BLADES are being sent all over Britain. The supply is only a fraction of the demand, but our Wholesale customers still get their fair share.

Because the quality remains high the demand is still increasing. But they *are* obtainable — and they're worth looking for.

2d. (including tax) THE PEOPLE'S BLADE

Through Wholesale Trade only

W. R. SWANN & CO. LTD · SHEFFIELD

RADIO

GFP (General Forces Program) 342 m., 877 kc.

AEFP (Allied Exped. Forces Program) 514 m.; 1050 kc.

Home News from Canada, AG, nightly from 2010-2015.

Canadians also contribute regularly to the following daily programs of the AEFP:

Rise and Shine, 0601-0700 and 0720-0800.

Combat Diary, 0901-0915.

Mark Up the Map, 1745-1755.

Sun., Oct. 29.—1030-1100, G, Calling all Canadians. 1545-1600, A, The Western Five. 1715-1755, A, AEF Special—The Canada Show Orchestra and Chorus and Star Guests.

Mon., Oct. 30.—1815-1845, A, Music from the Pacific. 2030-2100, A, The Canada Show.

Tuesday, Oct. 31.—1000-1030, A, Morning after the Canada Show. Repeat. 1430-1500, A, Headquarters Band of the RCAF. 1715-1755, A, The Canada Guest Show. 1909-1915, A, Canadian Sports Roundup.

Wed., Nov. 1.—0930-1000, A, Music from Canada. 1115-1145, C, Music from the Pacific. 1145-1200, A, Piano Parade. 1145-1200, G, The Western Five. 1430-1500, A, Serenade for Strings. 1740-1755, A, Rhythm Musicale. 1915-1945, A, The RCAF Streamliners. 2200-2230, A, Stardust.

Thurs., Nov. 2.—1715-1740, A, The Canada Swing Show. 2230-2258, A, Reminiscing.

Fri., Nov. 3.—0930-1000, A, The AEF Ranch House. 1410-1430, A, The Old Songs. 2105-2115, A, The Canada "Sing" Show.

Sat., Nov. 4.—0825-0900, A, The Canada Show Dance Orchestra. 2201-2230, AG, Johnny Canuck's Revue.

PRIVATE AUDIENCE

His Holiness Pope Pius XII is shown receiving in private audience His Eminence Rodrigue Cardinal Villeneuve, Archbishop of Quebec, Primate of Canada, and Air Commodore A. Charest, director of RCAF Chaplain services. (Official RCAF Photograph.)

AIRMEN IN EAST MED HAVE SERVICES CLUB

Middle East.—The Knights of Columbus branch of the RCAF Auxiliary Services has opened a Canada House in Tel Aviv, at the eastern end of the Mediterranean.

Negotiated by Tommy Rathwell, Winnipeg, Auxiliary Services chief in the Middle East, the new club is a reconverted hotel. Mrs. Simone Stoddard is hostess. Cooking is handled by Sgt. Fred Smith, Halifax. Cpls. Rick Bignell, Ottawa, and Bob Stewart, Charlottetown, P.E.I., have other full-time jobs. Recently, 30 Jewish girls were guests at a dance, so successful that another is planned for the future.

FILM LOG

"KISS THE BRIDE GOODBYE" (Tivoli)

A bit of light comedy developed by the ambitions of a foolish mother and her lovely daughter (Patricia Medina) who can marry her wealthy boss (Claude Allister) or a young lance bombardier (Jimmy Hanley). The story develops just as one would expect. A dash of salty humor is injected by a seafaring uncle (Frederick Leister) and his tolerant wife (Marie Lohr).

On the same bill, "Sons of the Air" tells the story of the A.T.C.

"KNOW HOW" ENABLES CREW TO FOX NAZIS

Flying with the Moose squadron, F/L Art Bishop, AFC, DFM, Kentville, N.S., captains an experienced crew. He and his navigator, P/O Dan MacNeil, Victoria Co., N.S., flew their first tours with RAF Stirling squadrons, and have five trips of their second with RCAF Bomber Group.

Although most of his targets were fiercely defended industrial centres in the Ruhr, Bishop took his Stirling through with no serious damage. Evidence of his skill and that of his gunners is the fact that out of four fighter attacks during his first tour, the gunners killed an Me109 and an FW190, and got a probable for a Ju88, while Bishop dodged every fighter bullet and shell.

THUNDERBIRD TEAM GETS OVER TROUBLE

Teamed up for a tour of operations with the Thunderbird squadron, F/O Lloyd Mann, DFC, Portage la Prairie, Man.; P/O J. R. Burnett, DFM, Chelsea, Que., and P/O Doug Harkness, DFM, Toronto, have come through their dangers successfully.

A mid-air collision with another bomber, a partial bail-out when part of the crew took to their chutes, fighter attacks and plenty of bouncing around from flak were all taken in their stride.

After the collision, Mann's bomber plunged in a 5,000-foot dive and was brought back to base minus one prop, another badly bent, and scars dug deeply into the fuselage, bomb bays, fins and wings.

After some of the crew bailed out on the other trip, the three of them brought back their kite fully loaded.

WING LIAISON OFFICER JEEPS INTO GERMANY

Holland.—Liaison officer with a Canadian Spitfire wing commanded by W/C Johnny Johnson, DSO and two Bars, DFC and Bar, Capt. C. Roy Compston, Edmonton, Alta., was one of the first Canadian soldiers to cross the border into Germany.

As he jeeped in through Nazi-land on his own, he found utter desertion and much abandoned equipment left by the enemy retreating before the Allied onslaught.

High Scoring Spitfires Tackle Bombing Tasks

Most potent of its parent TAF Spitfire wings since D-day in shooting down aircraft and smashing enemy transport, the Canadian wing led by W/C Dal Russel, DSO, DFC and Bar, Montreal, has added dive-bombing to its versatility, and is scoring heavy blows with its new offensive.

Operating three times in one day, squadrons commanded by S/L Dean Dover, DFC, Toronto, S/L Bill Olmsted, DFC, Hamilton, Ont., S/L R. I. Smith, DFC, Regina, Sask., recorded 37 direct hits, with bombs on railway lines fanning out around the clock from Munster; disabled 17 locomotives with machine gun and cannon fire, and shot up close to 30 Hun transport vehicles by the same medium.

Cloud and Flack

Low-flying cloud and haze obscured two bridge targets, being so thick over one that Dover was unable to lead his squadron on the prescribed bombing run, and had to make the attack from a different and more difficult angle. "And what wasn't obscured by cloud and haze," said F/L C. W. Fox, Guelph, Ont., "was obscured by flak."

Hun ack-ack was the severest the Canucks have encountered in some time, as Dover in particular, testified his aircraft was hit three times. "First over the bridge area," he said. "Then near Arnhem and again at Nijmegen. My oil lines were shot all to hell and only one magneto was serviceable."

Asked to pin-point where most of the flak emanated from, F/L Don Laubman, DFC, Edmonton, who recently destroyed eight Huns in three and a-half days, approached the intelligence map, jokingly made as big a circle around Munster as possible with his arms, and said significantly, "There!"

BRINGS KITE HOME TO SAVE ENGINEER

Because the flight engineer's parachute had been blown to pieces by flak, Sgt. Jack Hamilton, Toronto, pilot of a Leaside squadron bomber, nursed his Halifax back to base.

The aircraft was almost torn apart twice by flak on the way to the target. They carried on and bombed the target, but with three engine nacelles holed, the wings badly sieved, the electrical system useless, the flap accumulator, fins, rudders and control rods badly damaged, it was a job to handle the bomber. Then the motors started running rough and the fuselage filled with smoke.

Hamilton had considered jumping, but by expert airmanship brought the bomber and its crew safely back.

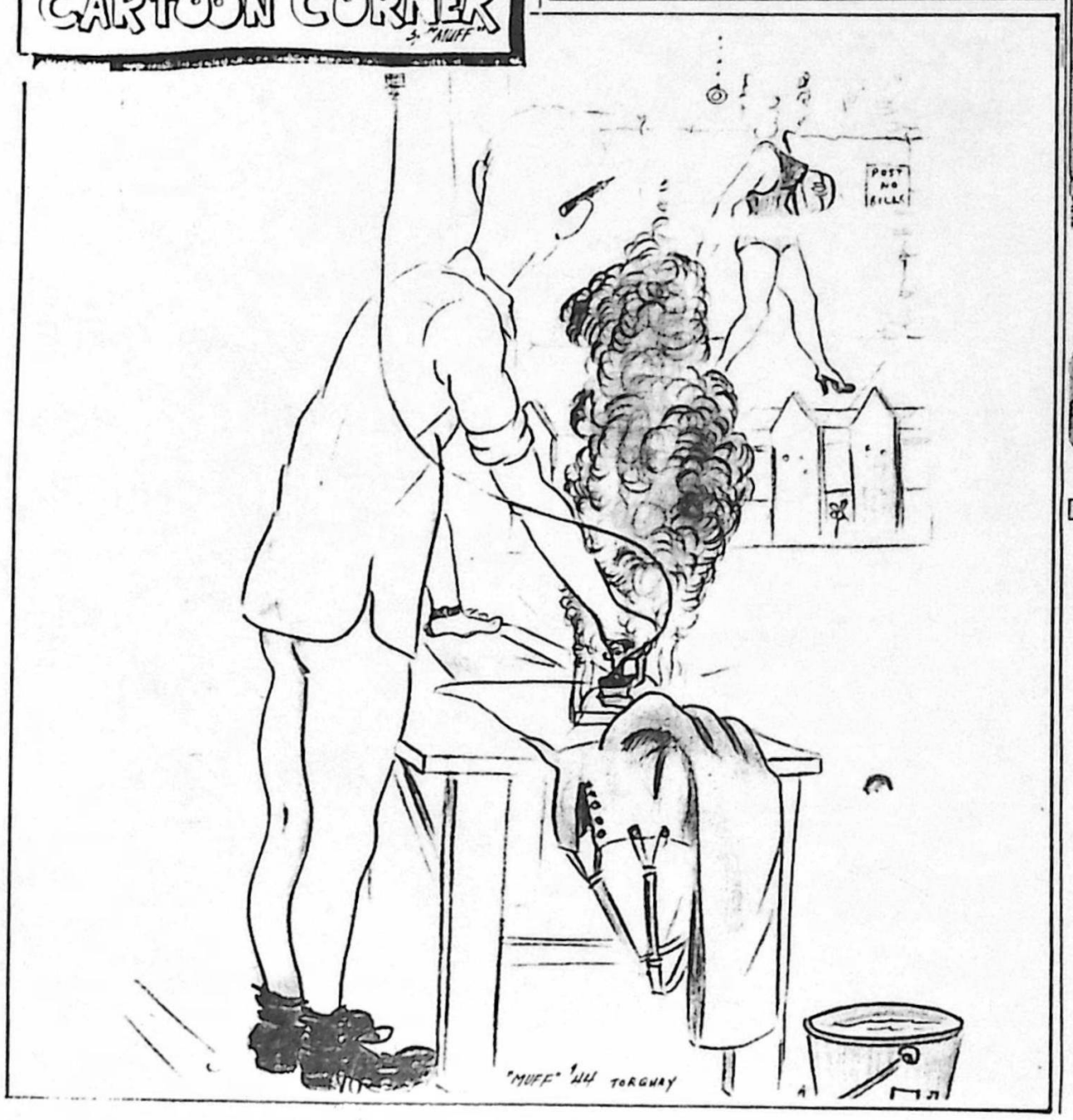
A/G CREWS WITH FIVE PILOTS IN FIRST TOUR

Air gunner with the Lion squadron, F/O L. W. Webb, Geraldton, Ont., has completed a tour with almost 40 trips to his credit. This includes five to Berlin. He has flown with five different pilots during the tour.

"The only time I had an opportunity to fire my guns," said Webb, "was one night over Frankfurt, when a FW190 attacked. Both the rear gunner and I gave him a burst before he could open fire, and that was the last we saw of him."

Webb played goal for Geraldton Miners in 1938-39.

CARTOON CORNER



Metro-Goldwyn-Mayer

TODAY'S BEST nothing-to-do-with-the-war NEWS:—

STARRING LANA TURNER

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

with JAMES CRAIG, JOHN HODIAK, Etc., Etc.

A Robert Z. Leonard Production.

— Starting FRIDAY —

(A) GER 1234 **EMPIRE** LEIC SQ.

TRINDER KEPT THE ROME FIRES BURNING

Fiddler's Three 'A'

AN EALING STUDIO FILM

COMING TO TOWN NEXT WEEK