



## 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.

## 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 later, 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

## 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/O 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.

### 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 Squadrons.

## 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 Lünen.

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.

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

### Eight Planes

On July 17, the eight dive-bombers 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 hedges 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 bigish 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.

## 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.

## 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 Leaside 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.

## 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 F/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 F/O Eric Stewart Neill, of the Snowy Owl squadron. The DSOs went to W/C George Clinton Keefe, 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 was 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 Beltrac, 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.

## FIGHTER MEN GET AWARDS

### W/C Keefe 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 Keefe, 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 Keefe 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 Keefe," 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/I Richard Martin Stayner, Saskatoon and F/O Robert Gowar 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.



W/O George Keefe







# 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 F. J. H. ...

Flight commanders are S/L J. T. Reed, Ottawa, S/L W. C. Sanders, DFC, 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 P/O H. M. Sichter, 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 Meineczuk, Nelson, B.C., saw both starboard propellers 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. Meineczuk wound up his operational career dangling from a parachute.

The target was Homburg, a Jaylight 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.

Meineczuk, a gunner, flew Wimpies from Britain to India with Ferry Command on his first tour. He wound up the stint doing reconnaissance 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."

# 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 to be dropped by RCAF Bomber Group over Germany, have a tough job and a dangerous job. And they know it.

They realize 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 Elsworth, 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.

### NOW INSTRUCTING

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

# 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.

# 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 night-fighter 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, forming 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.

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# 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

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BEAVER BASE

Gen Base Over Top

Once again the Bomber Group's "gen" Base went over the top—this time in the Seventh Victory Loan campaign. Despite a considerably higher quota than in the Sixth drive, every unit in the Base exceeded its objective—the redoubtable Alouettes again leading with almost three times their quota already subscribed.

The Base Station drive was pepped up by a mammoth get together featuring roller skating and dancing, held in No. One Hangar. Urged on by the persuasive tones of G/C C. Annis, OBE, eager personnel anxious to sign on the dotted line gave S/L Bruce Kehoe a bad case of writer's cramp.

Among wheelborne dignitaries were the Base Commander, A/C J. L. Hurley, and G/C Annis—the latter cutting a dashing figure as he merrily cavorted around the floor with a dazzling beauty on each arm.

Music for the roller skating and dancing was supplied by the Bomber Group Headquarters band under the capable management of S/O Ishbel Mutch. Assisting in the direction of the orchestra was F/S "Mac" McAdam, whose impromptu gyrations made up in vigor what they lacked in finesse. All in all—quite a do.

Thunder Party

The following night the Thunderbirds had another of their famous anniversary parties for the benefit of ground crew personnel who "keep them flying." Big Chief "Chuck" Burgess and his schemers were there in full war paint to direct festivities.

Our special welcome mat with the lace trimmings is out this week in honor of W/C Rawson, DFC, who is assuming the Air Staff office at Base HQ. The new arrival is free, white and just twenty-one. He comes from the Ambitious City of Hamilton, Ontario, and has acquired a veneer of civilisation in periodic visits to Toronto.

Off to Cosford to become "an officer and a gentleman" is Sgt. Gerry Fahniel, pay accountant, pundit and hot trombonist. After a week's commando course Gerry departed liberally dosed with liniment and ointment on all the sore joints.

Back from a holiday in the Highlands is LAW Jenny Jensen.

W/C P. G. POWELL OPS BOSS AT RCAF GROUP

W/C P. G. Powell, DSO, DFC, Sorrento, B.C., has been appointed base operations officer at a RCAF group bomber base. He succeeds W/C Vaughan Ganderton, DFC, Wainwright Alta., who has taken over command of the Lion Squadron.

W/C Powell has completed two tours as navigator, after which he took over duties at Group HQ, and recently had been lecturing on navigation at stations in the group. Before the war he was a navigation officer in the merchant service in the West Indies.

Grand Falls, N.B. A strong devotee of "health through exercise," she spent most of her spare time in athletic and calisthenic pursuits.

Bouquet

This week's congratulations are extended to G/C Roy McLernin, DFC, Montreal. Successfully completing his tour of operations with the Goose Squadron, the new "Groupie" has now graduated to the gold braid class and assumed command of the Station from which the Leaside Squadron operates.

This week we bid adieu to S/O N. M. Holland, Base WAAF Officer for the past several months. With two sons in Canada, S/O Holland became thoroughly Canadianised during her stay here, and her departure was widely regretted.

This week we also bid adieu to S/L Paul Henault, who is taking up a new appointment with the Pathfinder Group. His place is being taken by S/L Dave Neville, who will now have to compete with F/L J. Pierson for the title of Officers' Mess Adonis.

—Sgt. R. J. Gunn.

HELPING HAND



Pte. Vera Cartwright of the Canadian Army show touring the fronts clammers into the cockpit of a Tiffle parked on a Netherlands airfield. The sad sergeant lending the helping hand is Elie Abel, Montreal and New York. (Official RCAF Photograph.)

CITY OF WINDSOR

Comfort in the Rough

The "Windsor Club" for the erks has been opened on the squadron and duly christened with vino and song. The fact that opening night was one of the rainiest in a long while only made the boys more appreciative of the new rendezvous, a palace compared with a cramped tent.

Changeover

For two and one half years all social meetings have been held in tents. But now, well, here's the story.

LAC Zorrie Sarkisian, Galt, Ont., had the idea for the club and decided a former vegetable warehouse would be suitable. A package of cigs persuaded the caretaker to clean up the joint and another package paid the rent for the duration of the squadron's stay in those parts.

A furniture-scrounge run to the front was laid on and with Sarkisian at the helm the boys did nicely. On the return trip their truck carried among other things a chesterfield sofa and a lovey chair, an S-shaped effort with seats at each end. From now on, when the outfit moves the furniture goes too.

Designed to provide airmen with a suitable place to spend their long evenings, the club's doors are open also to men of the Canadian Army, and any senior NCOs or officers who may get tired of their own messes—momentarily of course. Lady friends if you've got some, are welcomed with open arms by the wolves.

President of the club committee is P/O B. J. "Buzz" Hayden, Toronto. Flight representatives are LAC J. G. Bouchard, Temiscouata, Que., for HQ; Cpl. J. D. Rushton, Dobbinton, Ont., for A flight; Cpl. D. S. Drew, Guelph, Ont., for B flight; Cpl. H. H. Moses, Cando, Sask., for Maintenance; Col. I. S. Messon, Kingston, N.S., MT section.

Opening night was a gala event with two accordions and a trumpet for music, a vino bar, and ample lighting via the electric system. Next night a piano and radio had been added.

"B" for Best, an A flight kite finally has faded from the City of Windsor scene. After a record of 300 hours without a major inspection, the Grand Old Lady is bound for rejuvenation at a Maintenance Unit.

The boys who flew the plane and those who serviced her regretted seeing her go. Re-marked Sgt. Doug Smith, Wilkie, Sask., fitter, "I think 'B' was good for another 100 hours but..." It is fittin' that "B" was the kite flown by F/L T. P. "Chic" McElhanney, Ottawa flight commander.

Another Windsor aircraft that served her time well was old "F" for Flak-Filled. F arrived with some new Spits just before Anzio and weathered all her combats over the beachhead. It was during a later strafing job that she soaked up some flak and barely managed to reach base.

F/O Dick Little, Winnipeg, last of the original Windsor pilots flew all his Spitfire time with the squadron in M for Mother. Only recently trucked to an MU on completion of tour No. 1, M was the last remaining aircraft that roamed Cassino skies with a squadron jockey.

NAVIGATOR LANDS HALIFAX SAFELY

While on a bombing run over a French target, a burst from ground defences smashed into the nose of a Halifax and fragments struck the skipper, F/L John Woodward, Stratford, Ont. The Winnipeg navigator whose flying had been limited to a few minutes at the wheel on convoy patrol of the Canadian coast brought the bomber back to England safely.

F/O Colin Hay, the navigator picked his way home despite the fact his navigation aids had been smashed by flak. Over England, the crew discussed a ball-out, but with only five chutes available and a wounded man in the aircraft, decided to take a chance on landing. It was a good one.

With F/L Woodward coaching and the flight engineer Sgt. William Bentley, Perivale, Mdx., assisting, Hay let the kite down at an emergency airfield.

SEARCHLIGHT SCHEME WORKS AT MANNHEIM

First pilot to work off two complete tours with the Goose squadron, F/L Bob Clothier, Vancouver, has now been screened from further operations. Clothier, being a practical theorist, figured out his own scheme to beat the searchlight rap. Going in to Mannheim he had his chance.

Coned by lights, he did a stall turn putting the bomb-loaded kite into an upside-down slip. Thus he evaded the predicted flak, but it was hardly a good position for a fully loaded bomber. "We got out of it all right, though," he said.

"E" for 'edley Everard is the aircraft that carried F/L Hedley Everard, DFC, Timmins, Ont., and his Flag of China, a memento of days in Burma with the Chinese Air Force, through all his sorties with this squadron.

Mention of Everard and kites that have graced the squadron's dispersal areas would not be complete without a word on a certain Macchi 202 captured soon after Jerry evacuated an airdrome in Sicily. The Huns ruined the cooling system before they left it but Everard took it up. When he put the Macchi down on the squadron landing strip it resembled an airborne "Puffing Billy."

But mechanics gave it a thorough going over and it later was used on jaunts to the front and to Africa. It eventually was left in Sicily for it failed to come through a German air raid.



With the completion of his first tour, S/L Frank Hurley, Winnipeg, has been screened from further operations and been posted to an RAF station as a squadron commander. His navigator, F/L F. A. Enfield, Hamilton, Ont., has also been screened. They have participated in many attacks on German targets, including two trips to Berlin.

A Halifax bomber, skippered by F/L W. W. Andrew, Collingwood, Ont., narrowly escaped destruction when caught in concentrated predicted flak on a recent mission. The target was a synthetic oil plant at Gelsenkirchen in the Ruhr. "The port outer engine was knocked out," said Andrew. "Pipes were damaged and holes blown in the tail and fuselage, but we decided to go on and bomb." They lost much height on the return trip, but located an emergency airdrome and landed without difficulty.

A Vancouver bomb-aimer, F/O R. Robson, has been repatriated following the conclusion of a tour of operations with the RAF. On a total of 10 targets in Germany he has dropped scores of tons of bombs from his Halifax. Searchlights cased the aircraft for 10 minutes over Brunswick and it was badly damaged by flak.

F/O John Louis Granda, AG, Montreal, has been mentioned in Hellenic Air Force dispatches for participation in successful operations with a Greek Baltimore squadron which recently joined the Balkan Air Force. Granda is one of 15 British and Dominion AGs who, more than a year ago, entered the light bomber squadron because the Greeks lacked air crew of this category. The pilots and navigators are all Greek.

The squadron has participated in the disruption of enemy communications in Yugoslavia in support of the Partisans' ground operations. They have carried out many successful bombing missions by daylight on towns which are enemy strong points, power installations, stores and ammunition dumps, shipping and docks.

Enemy fighters, putting in their first appearance in many months, attacked a Halifax in which F/S W. J. Becker, Kitchener, Ont., bomb-aimer, and F/S P. M. Murray, Forj Eric, Ont., navigator, were crewed. The target was Bochum in the Ruhr Valley. The skipper took strong evasive action, the rear gunner sent a short burst at the Hun and he was driven off.

Sgt. R. H. Wates, Victoria, B.C., flight engineer, is a member of one of the most cosmopolitan crews in RAF Bomber Command. The skipper is from South Africa, the bomb-aimer and navigator are New Zealanders, the wireless operator is an Australian, the mid-upper is English and the rear gunner Welsh.

Three members of a Halifax crew, F/L Fred Winn, Edmonton, Alta., pilot, F/O H. G. Paul, Stratford, Ont., bomb-aimer, and F/O H. F. Hickey, Montreal, AG, have completed a tour of operations. They have taken part in almost 40 sorties, eight of them to targets in Germany.

TIGER HOWLS

Tigers Get the Ball

Gifts lately received from the Tigers' foster-parents, the Hamilton Chamber of Commerce, included a rugby-ball, gum, lifesavers and cigs. The rugby-ball was particularly appropriate in view of our association with the home of the prominent Hamilton Tigers.

Former CO of the squadron, W/C G. A. Roy, DFC, in a letter of appreciation of the adoption, wrote: "I cannot emphasize too strongly what it means to the ads to know they are being thought of occasionally."

Light Touch

"Thirty shillings!" in a rich Yorkshire dialect from the local magistrate settled the fate of Thomas Matthew Hoare, of the B Flight Armory Hang-over Inn. He pleaded guilty for falling to have a light on his bicycle. The lads were right behind him, and promised to assist him through the financial crisis.

Elevation came the other day to Cpl. Pezanoski. He was a member of No. 6 Armament

(Guns) class and is one of the original armorers to join the squadron nearly two years ago. Last week the squadron lost by a posting one of its finest sportsmen—Freddie Freeman, London, Ont. He played in the softball team for the squadron and also with the station team. —LAC L. A. Roberts.

DEAD HEAT

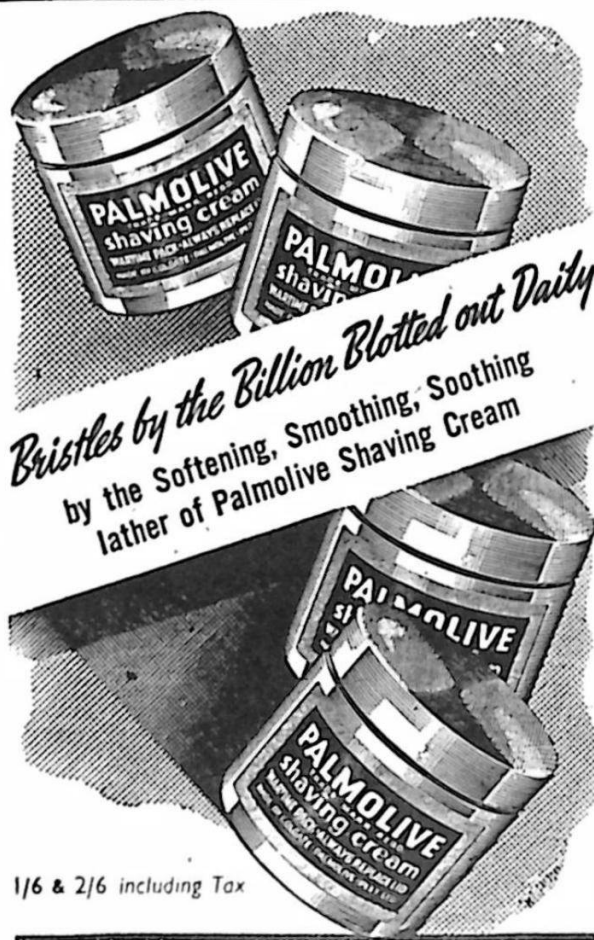
Two Canyon Creek, Alta., brothers, pilot and bomb-aimer with the different aircraft in the Goose squadron, have completed tours on the same day and over the same target. They are F/Os Harold and Jack McKinley.



Canterbury lamb may be tender, but the men who hail from the ranches of the Dominion are tough—mighty tough! Small wonder that they have formed the spearhead of our attack

In many theatres of war; for New Zealand is the home of men of courage and determination, splendid physique, fine features, and—good teeth, thanks to KOLYNOS, of course!

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST



1/6 & 2/6 including Tax





### 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 organized 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 Cambrai, 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/O Barker

W/O 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 18. 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/O Barker, who is relin-

quishing 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, 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.



HIS SHOES HAD THEIR NUGGET this morning!

THE SHINE for EXTRA SMARTNESS



IN BLACK BROWN & DARK BROWN SUPREME for QUALITY

### 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 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,

WE SPECIALIZE in those extra touches CANADIANS DEMAND in their

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### 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.

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" Fenell, 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-booling with Phyllis Dixey.

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

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

### 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 wealthy wallets still unopened—rust, no doubt. Our Adj., F/L W. H. Collie, who is generalissimo i/c of this avalancheous 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 shekles got hotter in 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 emcee, 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 Key, 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 - Almer, 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 puffhance 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, APAS; LAW Jean Keating, Accounts; AW1 M. W. Nolan, Records; LAW E. Reinson, Estates; Cpl. A. E. W. Haar, UKBAU, and Cpl. W. D. Keenan, the Joe from ip 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 moon pitcher. 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 organized, mayhem begins at the Chelsea Barracks.

It's a two man exec. for the

## CONTEMPORARY CHARACTERS... by "MIFF"

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F.D.R.



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RADIO

GFT (General Forces Program) 342 m., 877 kc. AEF (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 AEF:

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. 1430-1500, G. The Western Five. 1740-1755, A. Serenade for Strings. 1915-1945, A. The RCAF Streamliners. 2200-2230, A. Stardust.

Thurs., Nov. 2.—1715-1740, A. The Canada Swing Show. 2230-2255, 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.)

"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 bailout 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 Compton, 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.

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. Cpl. 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.



"KISS THE BRIDE GOOD-BYE" (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 Lester) and his tolerant wife (Marie Lohr).

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

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 Russell, 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 27 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 airman-ship 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



"MUFF" BY TORQUAY

Advertisement for the movie 'MARRIAGE is a PRIVATE AFFAIR' featuring Lana Turner. Includes text: '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 with JAMES CRAIG, JOHN HODIAK, Etc., Etc.', 'EMPIRE' logo.

TRINDER KEPT THE ROME FIRES BURNING



Fiddlers Three. AN EALING STUDIO FILM COMING TO TOWN NEXT WEEK