

CANADIAN HEAVIES JOIN DRIVE AGAINST GERMAN TRANSPORT

RUHR RAILWAY CENTRES TAKE HEAVY POUNDING

Neuss, Essen, Hagen, Duisberg, Karlsruhe Hit Hard in First Week of Big Aerial Assault

KARLSRUHE DO AIDS U.S. SEVENTH ARMY

RCAF Bomber Group and Canadians flying with RAF heavy bomber squadrons have been pounding Nazi communications behind the western fronts with increasing regularity as the new aerial offence to crush the transport system of Western Germany enters its second week.

Although most of the RAF and RCAF actions have been in the Ruhr sector, the heaviest swung south Monday night to hit at Karlsruhe, nearest large town to the south-west front, where Lt.-Gen. Alexander M. Patch's U.S. Seventh Army is battling its way into the Reich.

AIR MINISTER

The Rt. Hon. W. L. Mackenzie King, Prime Minister, has announced that the Hon. Angus L. Macdonald, Navy Minister, has been appointed Acting Minister of National Defence for Air. He succeeds the Hon. C. G. Power, who left the Dominion Cabinet a fortnight ago. The appointment of a permanent minister will be announced later.

SHIP-SINKERS SLUG E-BOATS

Coastal Squadron Champ Scores Direct Hit In Attack

A direct hit was claimed on one of a force of seven E-boats recently attacked off Ijmuiden by S/L H. G. Keller, DFC, Mitchell, Ont., flying an RAF Coastal Command Wellington. Keller is the champion ship-sinker of his squadron. Formerly an army sergeant in Canada, he holds the unit's record for destruction of enemy E-boats minesweepers and merchant vessels, in a series of attacks ranging from Dieppe to Heligoland. "My first pair of bombs seemed to score a direct hit," he said. "There was a large flash and a lot of debris was flung into the air." "An hour later we attacked what appeared to be the same force, but this time only six E-boats could be seen. They framed out and put up some intense flak. We saw explosions among them, but in the darkness could not observe results."

TAF MOSQUITOS PREY ON BOCHES

For the third time in a week, Mosquito nightfighters of TAF, operating over the Dutch-German border, recently destroyed a Ju.88 and damaged a Ju.188. The seventh enemy nightfighter to be shot down in a week by the same RCAF wing was the Ju.88 which fell to the guns of F/O Donald Mackenzie, London, Ont. "I opened fire at 450 yards and obtained strikes on both engines," he said. "There were two bright flashes and both wing tips fell off. The Ju spun in and struck the ground on the German side of the frontier."

Rail Targets
Earlier in the week RCAF Group hit Neuss, Ruhr Valley supply and communication centre near Dusseldorf. The railway yards were the major target. Early last Wednesday morning Canadians with the RAF hit Essen, where the only opposition was sporadic bursts of flak and a few enemy fighters. and the RAF made a joint attack on Duisberg. It was the third time in three months that the RCAF has visited this important industrial city. Again communications were the main objective. Bombing was on a good concentration of flares, and is believed to have been effective. Saturday evening RAF and RCAF heavies hit Hagen. Opposition was light.

KARLSRUHE
"Three-quarters of a mile of solid fire" was the description by one Canadian of the attack carried out by a substantial number of Bomber Command heavies, including representatives of every squadron in RCAF Bomber Group. All Canadian aircraft returned safely. The attack was believed to be highly successful. Fires were visible 70 miles away from the target.

HAGEN
Severe icing conditions and a snowstorm proved the worst hazard for crews on the Hagen do. Cloud completely covered the target, but reports indicate that flashes of bomb explosions could be seen in the town.

DUISBERG
"You could see aircraft for miles, streaming in the area which was lit up time and again by brilliant flashes," said P/O Kent Honey, an Iroquois reargunner from Winnipeg. "They were just like lightning flashes, as if ammunition was exploded," reported F/L A. P. Fawley, navigator with the "Tiger" squadron, North Battleford, Sask. (Continued on page 6, col. 6)

BEAUS STRIKE AT NORWAY CONVOY

Beaufighters of RAF Coastal Command found two medium-sized merchant vessels and four escorting flak ships leaving a harbor, along the Norwegian coast recently, and attacked with cannon, rockets and torpedoes. They left a motor vessel and one of the escorting ships on fire. "Quite a lot of flak met us, both from the convoy and shore batteries," said F/L H. L. Wainman, Orilla, Ont., one of the Canadians on the operation. "No torpedo hits were seen, but when we left one of the merchantmen was well on fire and an escort vessel was not only on fire but low in the water."

TIRPITZ ATTACKER



F/O Walter A. Daniel, Rivers, Man., has been awarded the DFC. On Sunday, November 12, he took part in the attack which resulted in the sinking of the Tirpitz in Tromsø Fjord. Twenty-nine Lancasters were in the raid. Daniel was bomb-aimer in one of the first five aircraft over the target. On his tunic he wears a Russian soldier's star, given to him by a Red Army soldier when he was in the Soviet waiting to start on a previous attack on the Tirpitz.

Fauquier Among First Masters of Ceremony

Canadian Bomber Group's Senior Air Staff Officer Pioneered Bomber Technique

With the announcement by the Air Ministry that "Master Bombers" are being used to direct and control RAF attacks, it can now be disclosed that one of Canada's famous sons was one of the first pilots to experiment with this new technique of bombing enemy-held territory in the attack on Penemunde on the Baltic coast. He is Air Commodore J. E. "Johnny" Fauquier, D.S.O. and Bar, D.F.C., of Ottawa, Ont., known as "King of the Pathfinders" and now Senior Air Staff Officer of the RCAF Bomber Group.

Although, for security reasons, it still is not possible to explain the full significance of the Master Bomber's task, some additional details may now be given. A Master Bomber, who is invariably among the most experienced pilots in Bomber Command, is responsible for check-



Air Commodore Fauquier

ing the position of the target indicators dropped by the Pathfinders, and he has special means of knowing whether they are accurately placed. If the markers are on the target, he calls in the main force of bombers; if not, he sees to it that the mistakes are recti-

fied by new marking before the bombing begins. During a very big attack it is often necessary to mark the target during the course of the attack, either because the markers have been put out by bombing or because they have burnt themselves out. In that case the Master Bomber must repeat his work, often going in low to make sure that the indicators are in the desired positions.

These tactics are invariably employed in any major attack, strategic or tactical. In some respects the Master Bomber technique is more important when the bombs are to be dropped near our own troops, and it is the responsibility of the "Master of Ceremonies" to see that there is no under-shooting. The bombing force, including the Pathfinders, are under full control of the Master Bomber. He is the boss of the attack. During the attack on a target in occupied territory it is also within his discretion to call off an attack if he feels that civilians are being exposed to unnecessary risks or that the target cannot be marked correctly due to atmospheric conditions.

The new technique was first worked out by the Pathfinder Group commanded by A/V/M D. C. T. Bennett, OBE, DSO, RAF, in which unit Air Commodore Fauquier, then a group captain and a veteran of over three score bomber sorties over enemy territory, was already described as "The Pathfinder King." (Continued on page 6, col. 3)

IMMEDIATE DSOS HEAD LIST OF RCAF AWARDS

Fighter Pilot, Bomber Navigator Receive Decorations for Outstanding Work In Air Offensive

THREE TAF PILOTS GET BAR TO DFC

Award of immediate DSOs to S/L Hugh Charles Trainor, DFC and Bar, Charlottetown, P.E.I., now reported missing, and an outstanding fighter pilot with a Canadian Spitfire wing, and a similar award to F/O Colin Maxwell Hay, Winnipeg, navigator with the Leaside squadron of RCAF Bomber Group, highlight the latest list of decorations for Canadian fliers. The list includes three Bars to the DFC, 25 DFCs, and two DFMs, all immediate.

High Scorer

S/L Trainor has destroyed many enemy aircraft, and the announcement of his award in the *London Gazette* states that since receiving his Bar to the DFC, he had led many sorties with considerable success. Within three weeks, 385 enemy vehicles were put out of action, many by him, and in addition 17 enemy planes were shot down, two by himself, in the same period. He was wounded in a British field, and landed it after the attack had been wounded by flak while over the target. When the pilot was wounded he lost control of the plane, and it went into a steep dive. Hay took over the controls, levelled out and flew to Britain.



S/L Dean Dover

On landing the undercarriage collapsed, and the bomber caught fire, but the crew got clear without injury. Three TAF fighter pilots receive the Bars to the DFC. They are S/L Harry James Dowling, DFC, Sarnia, Ont.; S/L Dean Hugh Dover, DFC, Toronto, and F/L William Thomas Klersy, DFC, Toronto.

S/L Dowling has led his squadron on many sorties on which some 500 mechanical vehicles were put out of action, many by himself. He got two of 19 Hun planes destroyed by the squadron during a period of a few weeks. S/L Dover now is on his second tour. He has led attacks which resulted in putting 528 vehicles out of action, and in destruction of three German aircraft. F/L Klersy has destroyed seven enemy planes, and has put many vehicles out of action.

Immediate DFCs are awarded to S/L Earl Byron Van Slyck, F/L Robert Allan Clothier, F/L Robert James Austen, F/O Emerson William Andrew, F/O Louis Joseph Jacques Terroux, F/O Laurent Joseph Corbell, F/O Walter Alexander Daniel, F/O William Thomas Glenn Watson, F/O Ernest Clark Whitney, F/O Pierre Joseph Damien Hache, P/O Norman Joseph Crook, P/O Jack Grant McNaughton, P/O Raymond Mosher Stevens, S/L Arthur Frederick Childs, F/L Charles Emanuel Edinger, F/L Clarence Christopher William Margerison, F/O Joseph Jacques Cote. (Continued from page 6, col. 1)

Tirpitz Crews Sharpened Aim on Old Hulk Target

An old hulk moored off the east coast of England was a practice target for a week for RAF Lanc crews preparing to sink the Tirpitz. By bombarding it they brought their bombing skill to a fine pitch and it was their only special training for the precision work of the final assault which sent the Nazi battle wagon to the bottom.

RCAF Aimers

Nine of the air bombers in the special attacking force were Canadians. Their skill was gained by unremitting practice for there was no black magic or mysterious new bomb sight involved. The bombing practice was a "must do" for the crews. In between attacks, and their sorties were on successively smaller targets, they dropped their 11 1/2 pound practice bombs. They dropped them early, late and often even on bad flying days. It was not uncommon for crews to wait around until dusk in the hope they could get in one practice run. Every squadron in the force, which first attracted public attention when it breached the

Mohne dam, drops hundreds of practice bombs monthly and exact records are kept of their deviation. For a month before the second Tirpitz attack, one squadron trebled its practice runs. The average error for practice bombs dropped above 10,000 feet by the famed dam-busters is less than 100 yards, so Bomber Command now is able to estimate mathematically how many bombers it needs to blot out any target no matter how small. In this work, the human element is paramount. Skillful and determined bomb aimers, steady and courageous pilots who can hold their aircraft on course during the fateful moments of the bombing run, are the key to results.

WINGS ABROAD

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MARRIED WDS ELIGIBLE FOR REPATRIATION

Order Comes After Statement From AFHQ, Ottawa

All married airwomen in the Women's Division of the RCAF are to be repatriated to Canada for discharge, it has been announced in an order from RCAF Overseas HQ, London.

The order follows announcement from AFHQ, Ottawa, that owing to reduced requirements it is now possible to consider applications by WD personnel to return to civil life, and that the privilege is extended to those serving overseas.

The order reads: "All married airwomen are to be repatriated to Canada for discharge just as rapidly as replacements can be obtained and shipping facilities made available. Widows are classified as single airwomen.

Following repatriation, discharge will be effected in Canada. Married airwomen wishing to take their discharge in the United Kingdom must submit applications giving full and complete reasons. It is pointed out that the only applications for discharge in the United Kingdom will be those based on extreme compassionate grounds. Each case will be dealt with on its merits.

The order includes British women who have married Canadians overseas, and have joined the WD, just as it affects Canadian married women. British women married to Canadians and wishing to be discharged in the UK, must make application as instructed, and their cases will receive consideration as set down in the order.

CASUALTIES

KILLED IN ACTION

W/O J. W. R. Fournier, Prince Albert, Sask.; F/O J. Kalen, Sudbury, Ont.; F/O W. E. Lanning, Lethbridge; F/O R. H. Letrow, Port Arthur; W/O R. S. Lyle, Etelton, Sask.; F/O R. Seliger, Montreal.

MISSING, BELIEVED KILLED IN ACTION

S/L W. C. Ahrens, Resestown, Sask.; F/O W. J. Bentley, Willowdale, Ont.; F/O J. F. Dewar, London, Ont.

MISSING

W/O A. D. Aumell, Montreal; P/O H. F. Axford, Riverside, Ont.; F/O K. Beers, Muskoka, Ont.; F/O R. W. Blair, Toronto; P/O P. H. Brittain, Yarmouth, N.S.; F/O D. O. Brown, Regina; P/O R. E. Burton, Toronto; F/S D. S. Campbell, Vancouver; F/S M. J. W. Cantwell, Campbellton, N.B.; F/S R. G. Carruthers, Aylmer, Ont.; F/S D. A. Carson, Victoria, B.C.; Sgt. B. H. Cooper, Vermilion, Alta.; Sgt. W. L. Daiglish, Ottawa; F/S E. A. W. Dawson, Toronto; Sgt. K. W. Dewey, Stratford, Ont.; F/O R. G. Ellis, Toronto; F/O B. G. Fey, Toronto; Sgt. T. M. Galton, Blair, Ont.; F/O S. F. Garland, Ottawa; F/S W. L. Gillespie, Thornbury, Ont.; P/O F. G. Graham, Oak Lake, Man.; P/O W. S. C. Haley, Halifax; Sgt. J. A. Higgins, Montreal; Sgt. R. A. Johnson, Kapuskasing, Ont.; P/O T. R. Kelly, Vancouver; S/L J. B. Kerr, Toronto; F/O J. J. J. Komes, Regina; F/S S. J. Karlowski, Fort William; F/O R. E. Linklater, Burnham, Sask.; F/S R. W. Lough, Belleville; Sgt. G. L. MacIntosh, McCollum, Toronto; F/O L. M. MacIntosh, Essex, Ont.; P/O G. McLaughlin, Kingston, Ont.; W/O J. A. MacLennan, Amherst, N.S.; W/O J. E. McCure, Wilkie, Sask.; Sgt. D. P. Manchu, Bellevue, Alta.; P/O D. Miles, St. John, N.B.; F/S J. B. Miller, Hudson Bay, Ont.; F/S J. B. Miller, Merriot, Beauport, Man.; F/O W. R. Morrison, Ottawa; F/S D. M. Murphy, Glace Bay, N.S.; F/W J. B. Murphy, Hudson Bay, Ont.; F/O R. C. Oke, Cochrane, Ont.; F/O M. D. O'Kelly, Vancouver; F/S F. M. Omoo, Bowlin, Alta.; F/O H. Pratt, Toronto; F/O E. E. Radcliff, Vancouver; F/O R. A. Rember, Cincinnati, Ohio; F/S A. W. Roseland, Neustadt, Ont.; F/S G. R. Sims, Simpson, Montreal; F/S C. R. Simms, Charlottetown; W/O R. W. Smalley, Toronto; F/O D. W. Smith, Vancouver; F/S G. E. Smith, Regina; Sgt. H. A. Smith, Fredericton, N.B.; P/O S. E. Smith, Toronto; F/S M. L. Strumm, Saskatoon; P/O V. A. Unruh, Winkler, Man.; F/O K. R. Urquhart, Williams, Ont.; F/O G. D. Wilson, Bridgetown, Ont.; P/O C. H. Woelfle, Tavistock, Ont.; P/O E. E. Baker, Hamilton, Ont.; F/O W. S. Bond, Montreal; Sgt. W. E. Boyd, Kimberley, B.C.; Sgt. J. P. Calder, Owen Sound, Ont.; Sgt. G. T. Douglas, London, Ont.; F/S C. J. Fey, West Meath, Ont.; W/O J. G. Heavner, Flint, Mich.; Sgt. D. Lanzetta, St. Thomas, Ont.; F/S G. R. MacArthur, Amherst, N.S.; F/S R. T. W. Marsh, Clinton, Mass.; F/O F. P. Montgomery, Toronto; W/O J. E. M. Nixon, Brampton, Ont.; W/O F. G. Oakes, Colinton, Alta.; F/S C. R. Pond, Fredericton, N.B.

KILLED ON ACTIVE SERVICE

W/O J. G. Deane, West Bay, Ont.; W/O A. R. Craven, West Bay, Ont.; F/O H. E. Johnson, Westmont, Que.; Sgt. J. H. Jones, Weston, Ont.; F/O S. D. Mann, Toronto; F/O J. E. Michalski, New Westminster; Sgt. P. C. H. Mullins, Winnipeg; P/O F. M. Scandiffio, Toronto; Sgt. G. H. Van Every, Canadian, Ont.; F/O W. D. Watson, Grand Valley, Ont.; F/O F. P. O. Weary, Halifax.

WOUNDED OR INJURED ON ACTIVE SERVICE: G/C A. F. Avart, DSO, DFC, Hughton, Sask.

DIED ON ACTIVE SERVICE: LAC A. R. F. Cook, Vancouver; LAC J. S. Holmes, Toronto; LAC R. H. Wilman, Inglewood, Man.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, NOW PRESUMED KILLED IN ACTION: W/O J. E. Ryan, Riverside, Ont.; P/O C. B. Stevens, Albert County, N.B.; P/O M. H. Thompson, Fort William.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION: W/O W. H. Arnold, Toronto; W/O R. M. Barlow, St. John, N.B.; F/S W. J. Crozier, Brantford, Ont.; F/S J. R. Fitch, Markdale, Ont.; F/S J. P. C. Gordon, Montreal; F/L K. M. Gray, Medicine Hat; F/O J. D. Hoagan, Amherst, N.S.; W/O A. R. Luter, Montreal; F/O R. M. Millar, Laval, Que.; W/O C. K. Morrow; F/S H. R. Raven.

FLIER SUPS WITH GENERAL IN REICH

Holland.—As part of a scheme devised by the Canadian Army and the Air Force to let pilots see how the front line troops operate, F/O Maynard Joseph Seguin, Ottawa, recently dined in Germany with a Canadian general.

Seguin and an RAF companion from a rocket-firing squadron wing visited the general's headquarters where they saw their own squadron mates fly overhead and pour rockets into enemy pill boxes. They also saw the big guns of the artillery in action.

"The Canadians put down a heavy barrage," said Seguin, "destroying three houses where the Huns were in hiding. Jerry was lobbing over mortar shells until the Canucks finally silenced them. Then we carried on with dinner."

Toronto: Sgt. J. O. Rice, Kimberley, B.C.; Sgt. F. Rude, Erskine, Alta.; W/O E. C. Smith, Fitchburg, Mass.; F/O M. E. Tomczak, Saskatoon; Sgt. W. W. Wright, North Battleford, Sask.

F/L T. R. Jones, Fort William.

WITH THE RAF: PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION: Sgt. C. D. L. Stewart.

ENTERTAINMENT



The Ensa lass, having the wooden shoe fitting, spends a good part of her time doing shows for the boys in Europe. This picture was taken at an RCAF field in Holland. (Official RCAF Photograph.)

RCAF OFFICERS SERVE WITH CONTINENTAL CIVIL AFFAIRS

RMC-Trained Canadians Stand by to Govern Captured Communities of Germany

Holland.—A handful of RCAF officers, selected from hundreds of applicants and trained at RMC in Kingston, are serving with Civil Affairs in Western Europe—"AMGOT with the wrinkles ironed out" as S/L J. F. McNamara, Ottawa, describes his branch. The job of Civil Affairs is military government, and the officers who govern freshly liberated towns and cities of Belgium and the Netherlands are a hand-picked crew of engineers, linguists, mayors, town clerks and members of Parliament.

COMMISSIONED

Air Bombers.—W. A. Glover, Toronto; D. Bonczowski, Torquay, Sask.; R. A. McNamara, Ottawa; J. W. B. ...

This includes men like Lt.-Col. David Croll, perennial mayor of Windsor, Ont., and former Minister of Labor in the first Hepburn Government; men over age for combat or men with special qualifications like S/L McNamara, who taught English and history back home, and was for three years FCO at Rockcliffe.

In S/L McNamara's class at RMC there were 22 students, officers of the Canadian Army and the RCAF, chosen from 340 applicants. Some are to-day serving Civil Affairs in the Low Countries. Others are standing by, waiting to move into Germany.

S/L McNamara's Civil Affairs unit is attached to the British 2nd Army. Others of the 22 with whom he trained operate in the 1st Canadian Army sector.

"Our job," he said, "is to keep the Army's lines of communication clear. Jerry has tried, more than once, to embarrass our advance by driving hundreds of refugees into our lines, clogging the roads and impeding the movement of troops and supplies."

Handle Homeless

Civil Affairs keep this legion of homeless and hungry off the roads. Transit camps are set up where they are fed and housed, until they can return to their homes.

"When a town is freed," McNamara continued, "we move in with the second wave, which usually means that as we enter one end of town, Jerry is pulling out of the other end."

Unless the local authorities have collaborated with the enemy they are left in control. As likely as not, the town's power plant will have been damaged or destroyed by the retreating enemy. The water supply may be polluted. There may have been fighting in the streets so that many of the homes are no longer fit to live in. There will be rubble to clear.

Much of this work will be done by the Dutch themselves and Civil Affairs, working through the burgomeister, will see to it that the town is revived as soon as possible. Then, slowly, the refugees drift back, families are reunited, life begins anew.

Wireless Operators.—W. T. Small, New Westminster, B.C.; G. Mills, Hamilton, Ont.; R. L. Small, Milner, B.C.; G. S. Smith, Toronto; K. L. Galloway, Medicine Hat, Alta.; G. W. Gerring, Brandon, Man.; M. L. Pearson, Lethbridge, Sask.; K. W. Hill, A. A. Priest, Malden, Alta.; J. C. Stephenson, Orillia, Ont.; J. O. Emery, Toronto; R. W. Milner, Toronto; W. W. Little, Carleton Place, Ont.; L. S. Williams, Tyne Valley, P.E.I.; M. N. Boque, Montreal; C. A. Elsey, Toronto; A. P. McQueen; J. G. A. Labelle, Montreal; J. Arsenault, Upper Canada, N.B.; H. Brown, Edmonton; P. A. Fullmer, Regina; N. E. Britton, Saint John, N.B.; O. H. Blake, Toronto; D. E. Manahan, Edmonton; L. P. Mackinnon, Mosomin, Sask.; E. L. Murphy, Toronto; W. A. D. Dumas, Montreal; R. B. Logan, Regina; A. G. W. Blayne, Littel Shemoque, N.B.

GROUND MEN WITH FIGHTER WING PLAY VITAL ROLES

Maintenance Section Has Full Log Book Covering Service in France, Belgium, Holland

Belgium.—Ground personnel of G/C W. R. MacBrien's RCAF Spitfire wing have played a full and vital part in establishing the unit's reputation as the foremost destroyer of Luftwaffe machines since July, 1943. The ground crew log books show that since July 1, 1944, they have done more than 500 jobs. These jobs include routine inspections, engine changes and running repairs, which include repair of flak damage and treatment of other "wounds."

CASTLE FOLDS AROUND NAZIS

Holland.—While Allied troops watched from 100 yards away, six Canadian Typhoons recently dive-bombed a chateau at Geisterton on the Maas river in which were 40 Germans who refused to surrender.

The Army had asked for the services of a RCAF wing and 1,000 pound bombs against this target, an imposing block of three buildings protected on three sides by the natural moat of the flooded Maas.

Six Typhoons visited the target in two sections of three, and they were met by small arms fire from the Germans.

After the first section attacked F/L Gordon Crosby, Vancouver, said, "Everything went fine. It was an easy target, and there was no flak. We smashed the center building and sprayed the others with cannon."

The second wave demolished the building in which most of the defenders were believed to be quartered and badly damaged the roof of the third one. Another pilot said, "The Huns must have had it. They couldn't go back as everything was flooded behind, and our troops are pretty close in front."

MOOSE LANC HIT HARD BY KRAUTS

Returning from a successful attack on Oberhausen, a Moose Squadron Lancaster was attacked by a Nazi fighter or fighters, suffered extensive damage and three crew members were wounded.

By closest co-operation the crew brought the plane to an emergency field in Britain, and effected a landing. One of the wounded men has recovered and the other two, while still in hospital, are out of danger.

Pilot of the aircraft was F/O R. L. Cox, Shelburne Co., N.S., and navigator was F/O S. B. Lindsay, Rossmore, Man.

Cannon fire from the fighters knocked out two of the Lancs' engines, made the intercom and rear turret useless, knocked out the hydraulic system, which resulted in one wheel dropping down, blew both tires, and smashed nearly all instruments. The starboard wing was burning and the black-out curtains in the pilot's cockpit also took fire.

On landing the undercarriage on one side collapsed, and the plane spun round on one wing tip. The crew turned in a good performance in getting home. "One of the finest examples of crew co-operation and faith in one another I've ever seen," commented W/C Doug. Hagerman, DFC, Saskatoon, Squadron CO.

Fitters, riggers and armorers are the backbone of the maintenance section, where S/L A. Hamilton, Montreal, former McGill Rugby star, is chief. F/L W. J. H. Disher, Toronto, CO of the maintenance section, and F/S J. C. MacKenzie, Sarnia, Ont., senior NCO, tell an interesting story of the work done by their men since D-Day.

"There was no such thing as a day off for two months," said F/L Disher. "From June 13 until we moved in behind Paris in August these lads worked 13 hours a day."

"In the long, busy summer days in Normandy," said F/S MacKenzie, "the boys worked from dawn to dusk."

Since July 7, thirty engine changes alone have been carried out. Eight or nine jobs a day constitute a busy day. During the battle of the Falaise Gap the total was always above 10. On a peak day 14 such jobs were performed.

Maintenance men virtually worked miracles when the heat was on. Sgt. W. L. Barnes, Hamilton, Ont., and his crew made a radiator change in three and a half hours when six hours is the normal time.

Sgt. D. Martin, Brantford, Ont., and his crew cut a whole day off the accepted period for making a wing change, which is usually a chore left for repair and salvage units.

When an odd job pops up and the cry is heard, "Send it to the workshops!" F/S M. E. Richardson, Sarnia, is unperturbed. His workshop staff makes repairs on everything from stoves to planes, keeps the tools in shape, and even produces road signs when moving day comes.

The armory is one of the few sections with English NCOs in charge. W/O R. C. Snelling and Sgt. H. A. Goff, RAF, are in charge here. Their staffs see the guns work perfectly and are in harmony with the wizard-performing gyro sights.

Two other NCOs largely responsible for the efficiency in F/L Disher's department are F/S A. E. Newton, Edmonton, Alta., and F/S H. A. DeLong, St. John, N.B. Their men refuel aircraft and DI them so they are fit for the line at first light each day. In one day one squadron of Spits drank 4,600 gallons of gas, poured from a seemingly endless supply of jerry tins.

The ground men have worked in France, Belgium and Holland, in all weathers and even in face of enemy action. S/L Hamilton is proud of his team.

TIGER

It has been announced that S/L W. G. Anderson, Union Point, Man., has been appointed to command a flight of the Tiger squadron. A promotion from the rank of flight lieutenant went with the appointment.

AGEING YANK PILOT FLYING SEAC SKIES

India.—P/O Rex Simmons, Pembina, N.D., was operating a 320-acre farm when Hitler overran Europe in 1940. To-day, at the age of 40, he has participated in more than 30 bombing attacks over Burma and Thailand.

"Pop" Simmons, as his Air Force friends nick-named him, enlisted in Winnipeg as a pilot after fibbing his age was 26. He completed his operational tour as captain of a Liberator in a RAF squadron of the Strategic Air Force, Eastern Air Command. Throughout his tour he never disclosed his real age, only admitting to being 40 a few days after completing his tour. To his squadron mates he was "just about 30," although he looked a bit older than most of the air crew, hence the nickname "Pop."

Simmons induced his father and brother to add his farm to theirs for the duration, so he could help put a stop to the war. "I didn't like Hitler's system and I thought I'd like to take a whack at it," he said. "So I thought I'd try for the RCAF."

FLIGHT LEADER

Announcement has been made of the appointment of S/L Cliff Black, McAdam, N.B., to the position of flight commander with the Moose Squadron. Black served with Coastal Command before joining the Moosemen.



Two Moorland Tablets are all you need in order to enjoy your meals without fear of gastric trouble. Read what this soldier writes to us: "I have suffered from Gastritis for years and on joining the Forces I had to enter hospital for treatment and diet. On discharge the trouble recurred, but I was recommended to try 'Moorland' Tablets. I can safely say I am now much better than I have been for ages, thanks to 'Moorlands'." (Signed) Cpl. H.E., R.A.O.C.

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

TWO CANUCKS BUST MUNICH

Members of Dam Buster Force Dropping New Bombs

Only two Canadians in their Lancaster crew of the famous RAF "Dam Buster" force, F/O D. M. MacDonald, Trail, B.C., and F/S H. I. Middleton, Penge, Sask., were on the attack on Munich when the British "factory buster" was used against German cities for the first time. MacDonald is an air-bomber and Middleton a navigator.

Veterans of two attacks on the Tirpitz and the precision bombing of the Dortmund-Ems canal and the Sorpe dam, they were nearly caught in the fierce glare of massed searchlights at Munich. Warned in time by the plight of the aircraft ahead, they weaved their way past the searchlights to drop their 12,000 pound "factory buster."

"It went off with a terrific crash, spurting flames from the fires already burning below in every direction. We helped that fire along considerably," said MacDonald.

EDMONTON POURS PARCELS TO UNIT

F/L Cliff Thompson, Saskatoon, recently announced that the City of Edmonton squadron, the Lone Rangers of the RCAF—had received 780 gift parcels, 100,000 cigarettes, nearly 1,000 chocolate bars and many cartons of chewing gums, since the squadron was adopted by the City of Edmonton last St. Patrick's Day.

Known throughout the RCAF as one of the top-flight units, the City of Edmonton squadron is passionately proud of its adoption. The unit's former boss, W/C Russ Bannock, DFC, Toronto, who was born and raised in Edmonton, firmly believes that the support given his men by their adopted city has played a big part in the squadron's outstanding success.

TEMPESTS GUIDE FORT TO SAFETY

Holland.—While on patrol over Emeerich, two Tempest pilots, F/L J. H. Ryan, Toronto, and F/O D. E. Ness, Sudbury, Ont., picked up a badly battered Flying Fort which was caught in a flak area and guided it safely back to base.

"Dazed and half-frozen by the windstream pouring through their machine" said Ryan, "the crew apparently at first took us for Jerries. We circled around, wagging our wings, and eventually they caught on that we wanted to help. The captain, whose instruments had been blown away, tagged on behind us and we led him home."



HIS SHOES HAD THEIR 'NUGGET'

this morning!

THE SHINE for EXTRA SMARTNESS N/KW



IN BLACK BROWN & DARK BROWN

SUPREME for QUALITY

HALF-WAY HOME



Perhaps this crowd of Canadians sport their philosophy so brazenly because they're half-way home, but it takes courage to express such sentiment in the chilly Iceland atmosphere. These gents are all marooned Montrealers. Left to right, back row: Cpl. B. Ware, LAC P. LaFontaine, LAC H. Pantel, LAC J. R. Bourgon and LAC J. J. Fontaine. In front row are Cpl. J. Preston, LAC J. Oulton, LAC J.G. Guimont, LAC R. W. Lamonte, LAC E. F. Sutton, LAC R. Brisebois, LAC G. West, Cpl. E. A. Willetts, LAC L. R. Boisseau, LAC Couture and LAC G. Quinn.

(Official RCAF Photograph)

Routine Jobs Plague TAF Pilot Flying in Holland

But Entries in Log Book Tell Different Story of Sorties on Continent

Holland.—"All my ops are just routine stuff," says Typhoon pilot F/O Gordon Kemp, Toronto, flying with TAF. Here are some extracts from his log book. They show the "quiet routine flying" he has been doing recently on the continent.

"Attacked 105mm. battery with rockets. Ammo blew up and took gun battery with it. Quite a bang."

"Attacked tanks and vehicles in Falaise gap. Lorries and tanks left burning nicely."

"Road convoy attacked and badly knocked about. Later same day knocked out tower being used as observation post for Jerry guns."

"German stores dump attacked. Whole squadron scored direct hits. Stores now available at bargain prices."

"Mortar battery in wood bothering army. Attacked and eliminated."

There is a lot more of this routine stuff. Ammunition trains blown up, strong points blasted from the army's path, radio stations destroyed and most other targets it is possible to think of. Ho hum!

SQUADRONS IN DOUBT ABOUT WING'S 200TH

Holland.—Two Canadian Spitfire squadrons are debating who scored the wing's 200th enemy kite and so earning a cup donated by two senior RCAF officers.

Two FW190s recently were destroyed within seconds of one another by fliers of different squadrons, bringing the wing's bag to 201 since its formation in July, 1943, but it hasn't been decided which was the 200th.

F/L H. A. Crawford, Edmonton, Alta., flight commander of the squadron led by S/L Gordon Lapp, Medicine Hat, Alta., scored one. The other was shared by F/L "Bud" Connell, Nipewin, Sask., and F/L E. B. Sheehy, Elre, both of the squadron commanded by S/L R. I. Smith, DFC and Bar, Regina, Sask.

SOARING SHELLS MISS BOMBS ROARING DOWN

F/O Phil Owen, North Bay, Ont., bomb-aimer with the Moose squadron, released his bombs precisely the right second over the target, a synthetic oil refinery in the Ruhr. Immediately he became a much-puzzled man.

The huge, Canadian-built Lancaster bounded violently upward at least 500 feet. While a slight lift after releasing a heavy bombload is normal, this certainly was not.

Later, Owen's wonder changed to relief, when he discovered that the enormous doors of the bomb bay had been hit and buckled by fragments from a nearby burst of flak. If those fragments had struck a second or so earlier, they might have exploded the deadly missiles hanging between the open doors.

SLIPSTREAM TOO MUCH FOR ROBOT

Holland.—"Human pilots are better than robots" is the opinion of F/L J. C. Cryderman, Sudbury, Ont., who recently destroyed a flying bomb over Belgium by catching it in the slipstream of his Typhoon fighter-bomber.

"Even the greenest pilot would know better than to get into a slipstream at that speed," he added.

It was the second flying bomb within two weeks for Cryderman, who commands a flight in a TAF squadron. The first he shot down while on a bombing mission.

Commenting on the destruction of the second, he related how he was busy getting into formation and was concentrating on catching up with the leading aircraft when the flying bomb came head on for the formation.

"It passed me as I was doing a diving turn and when about 50 yards behind me it got caught in my slipstream," he continued. "There is only one end to anything that gets in the slipstream of a Typhoon." Taking no credit for the kill, Cryderman maintains the V1 "committed suicide." It turned over on its back and dove into the ground.

ADJUTANT
Enlisting in the RCAF permanent force as an airman at 19 years of age, F/L E. D. Power, Toronto, to-day holds the position of adjutant at one of the RCAF Bomber Group bases.

Airmen Doff Muddy Boots Entering Nissen Hut Oasis

Like the Far Eastern custom of removing footwear before entering the Moslem churches so shoes must be taken off at the door of an RCAF Bomber Group Nissen hut. Placing your muddy boots on a rack outside the door, alongside an assortment of shoes and gum boots whose common denominator is mud, you are prepared for the clean and shining room inside.

Stocking-footed men move quietly on waxed floors as they play bridge or snooker, darts or checkers, in a bright room that boasts a huge Canadian map filling a semi-circular end wall. Providing an oasis in a sea of mud for the men of a Canadian pre-conversion unit air school, Mert McKinnon, Niagara Falls, Ont., YMCA supervisor, has worked with vision and success.

Through a door labelled "Hughie's Lounge for Tired Joes," there is another comfortable room for writing letters,

AIRMEN SURVIVE ORDEAL IN WATER

Displaying courage and endurance during gruelling hours adrift in the Indian Ocean, W/O K. M. Forsythe, Rockwood, Ont., has been credited with playing a major part in the survival of four of an eight-man crew.

The crew were on patrol when their Wellington bomber developed an oil leak and they were forced to land in 30 foot seas about 100 miles from shore.

Their large dinghy was accidentally punctured, leaving only a small-type dinghy serviceable. They clung to this, but during the night four of the men died. The four survivors continued to hang on. "We would take turns sitting in the dinghy; one would sit and the other three hang on," Forsythe related.

They had signalled their position before landing and had been sighted once, but they had some bad moments the following morning when an aircraft failed to spot them in the rough seas. Then a ship passed them twice without seeing them, and they just about lost hope. Finally they were sighted and a rescue boat came to them.

TYPHOON PILOT EASY TARGET FOR HUN A/A

Holland.—Probably the most shot-at pilot to return from an operation, F/L Peter Wilson, Vancouver, has rejoined the City of Montreal Typhoon squadron after a four-months' stay in hospital.

His last operational flight ended in June, when, wounded and with a broken arm, he parachuted out of his damaged aircraft over the Normandy beach-head, and, even then, was fired on by our ground troops, who were alert for enemy paratroops.

With his engine dead he was a perfect target for Jerry ack-ack. As he baled out he hit the tail-piece, breaking his arm. When he landed he heard Cockney voices and realised he was amongst Allied troops.

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RCAF FLIERS TRANSPORT AID FOR YUGOSLAVIAN PARTISANS

Dakotas Fly Unarmed Into Mountainous Corner of Southern Europe

By F/L R. M. WILLIAMS, RCAF Public Relations.

Rome.—I have just come back from an aerial battlefield, where members of the RCAF, along with British, South African, Australian and American airmen, are flying transport planes in one of the most important, yet little known, stories of this southern European campaign.

13th GRIM FOR GOOSE CREW

Eight attacks by enemy fighters and loss of their rear gunner and one engine were some of the incidents which figured in the thirteenth sortie made by a Goose squadron crew, a trip which ended in a crash landing between two bomb dumps 100 yards apart at a field in Belgium.

In the crew were F/O John H. Sargent, navigator, New Hazelton, B.C., and F/S Lloyd Swindells, mid-upper, Vancouver, B.C. The aircraft was skippered by an Englishman in the RCAF.

The target was Bochum, and the crew had difficulty from the time they left base. They had to jettison part of their load to gain height. They were attacked over the target but got their bombs away, but not before the port inner was set on fire by cannon strikes.

It was discovered the fuel gauges were u/s and the rear turret had jammed so no one could get into it. Down to 7,000 feet another attack developed from two FWs.

The skipper dropped to 2,000 but the FWs hung on. The crew ran into thick cloud and played hide and seek with the enemy for one hour and 20 minutes, during which they attacked eight times.

Then the crew reached the Brussels area, and it was decided to crash land and hope for the best. The only one hurt was the wireless op.

Spit Escort

Our two Dakotas took off in daylight, with a comforting escort of RAF Spitfires. It wasn't long before we hit the Yugoslav coast, bleak and mountainous. There were Germans down there, and as our harmless Dakotas passed over a lonely railway station we could see tiny figures scrambling needlessly for cover.

But there was no sign of the bitter, bloody fighting which was going on in the mountain passes, where the Germans, like cornered animals, were literally rushing in every direction, trying to break out. That same day our reconnaissance reported enemy transport pushing both north and south in a desperate effort to find a gap in the ring of Tito's men, women and even children who are closing the trap.

That's true about the women and children. They're fighting, too. Youngsters who look no more than 12 years old were at the landing field when we touched down. They were carrying rifles with fixed bayonets taller than themselves.

There wasn't a moment wasted. As the Spits circled watchfully overhead our precious cargoes were quickly unloaded. The stretcher racks were adjusted and the wounded were gently placed aboard. These aircraft do a double duty and bring back as many strange cargoes as they take in. A few days before they brought out the crew of an American bomber which had crashed in Partisan territory and had been led to the field by friendly Partisans.

Wherever they go, whatever they do, the enemy is meeting this instant, relentless pressure, on the ground from the Partisans and the British artillery—which are supporting them—and in the air from the Balkan Air Force.

Wherever they go, whatever they do, the enemy is meeting this instant, relentless pressure, on the ground from the Partisans and the British artillery—which are supporting them—and in the air from the Balkan Air Force.

Sharp's
THE WORD FOR TOFFEE
GOOD LUCK LASSIES
AND LADS
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With his rear-gunner dead and his Lanc a flying bonfire, F/L W. L. Foote, Edmonton, beat off five attacks by an enemy nightfighter. He handled his crippled kite so ably that P/O Robert A. Smith, Toronto, his surviving gunner, was able to destroy the attacker. Foote, with the fire extinguished, then went on to bomb Stuttgart, an exploit that won him the DSO and Smith the DFM.

Jerry came in for his first attack, scoring heavy hits. Foote went into a steep dive to get the enemy between him and the moon. "We didn't think he would attack again," he said, "for we were under the impression that he couldn't see us against the dark clouds behind. What we didn't know was that we were burning fiercely underneath. We were just a flying beacon."

The Ju88 made three more attacks, but with Smitty giving directions he didn't hit us again. When the German broke away the third time Smitty gave him a burst. He caught fire, but came in once more. Smitty really got him then. Two other Lancs saw him go down in flames, hit the deck and explode. They then put their own fire out and carried on to the target.

Flying originally with a Hudson outfit operating against enemy shipping and latterly as a member of a Walrus ASR crew, F/O Gerald Owen Bradley, Palmerston, Ont., WOP/AG, has completed a Mediterranean tour. After making one rescue in the Adriatic they were forced to taxi 65 miles back to base, the trip taking 8 1/2 hours. The squadron has recently celebrated its 100th rescue.

With the tail unit hit, the rudder jammed, the port aileron u/s, the port engine damaged, the starboard auxiliary tank pierced and almost empty and all gyro instruments out of action, a Transport Command Dakota, skippered by F/O L. R. Pattee, Hawkesbury, Ont., managed to land safely behind our own lines. Engaged on a re-supply mission to the forward troops, the kite had just dropped its supplies when met by heavy flak. Also in the crew was F/O F. J. McIntyre, Parkhill, Ont.,

With his electrical navigation instruments wrecked by the cannon shell of a Hun nightfighter, F/L T. Campbell, DFC, Toronto navigator, guided his Lanc to the target and back to base by mental calculations. "Finding the target wasn't too difficult," he said, "for we knew it by the coloured indicators. But the trip back was tougher going." They were only 10 miles off track when they came over the English coast.

Squadron navigational officer on an RAF anti-submarine patrol station somewhere on the African coast, F/L Vic Findley, Regina, started his career as an SP. "I didn't think anyone knew about it," he said. "Then one day the CO ribbed me, so I guess it must be on my records." Findley has spent over a year on this sub-hunting job.

W/O J. K. Russell, Montreal, now flies with any crew on his squadron that needs a mid-upper gunner. His RAF crew were lost in a crash in Britain and he is alive only because he was away on a special training course at the time. Flying with an anti-submarine unit in the Middle East, F/O Miles McInnis, Newmarket, Ont., and F/L Bud Rutherford, Toronto, recently spent a leave crocodile hunting. "It was good practice," they say. "Japs or crocodiles, same difference."

On a recent Nuremberg attack, shrapnel damaged the starboard undercarriage of the Lanc which F/O M. R. McQuillan, Courtenay, B.C., was navigating. The crew didn't know about it until their wheels touched down on the home base. "The boys who saw us come in saw the aircraft trembled and rocked, but the undercarriage held," said McQuillan.

Chief flying control officer at Khartoum, S/L L. D. Post, Toronto, has served in the Middle East since 1942. Prior to his present job he was stationed in the Western Desert. Now he believes he would prefer that to the heat of the Sahara. "Sometimes I think I know how General Gordon felt when he was waiting here to be relieved," said Post.



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MECHANICAL MOLARS



LACs Dick and Jack MacKellar, Arthurette, N.B., watch a Dutch workman overhauling a pair of millstones. The lads are cousins.

(Official ROAF Photograph)

BLUENOSE BLAST

Research for Crest

The research section, unofficial, airmen for the use of, has been a hive of industrious activity during recent weeks, as numerous Sherlock Holmesian characters delved into the archives of Canada's maritime history. Objective of the search was a picture of the famous schooner Bluenose, which may be the central theme of the squadron's new crest. No stone, or historical document, was left unturned in the nearby counties in an effort to locate an authentic reproduction.

Book Larnin'

F/L Fred Reader, Kirkland Lake, spent four hours one day recently in the public library at Darlington, in hopes of finding the pukka gen. The squadron adj. F/L Jack Hallett, Toronto, even went to the trouble of circulating a memo requesting patriotic volunteers to step forward with their dimes, as it was rumored—and correctly so—that the deep-sea racing craft adorned the obverse side of the 10-cent piece.

Such persistence and determination brought its just reward, and artist Sgt. Jim Nelson, Toronto, was able to proceed with the designing of the much-anticipated crest. But it did not end there. The adj. circulated a further memo to all sections requesting suggestions for an appropriate motto. The response to the appeal was extremely gratifying, with many Bluenose boys revealing a wealth of untouched literary talent.

But, as was to be expected, the King's English was forsaken for the cause of Caesar and the famous-to-be (we hope) catch phrase of the squadron is: In Excelsis Vincimus. Actual translation is doubtful, with many varied literal interpretations, but the chief selling point is that we like the musical sound, as it rolls off the tongue. It is hoped that we shall be able to hang the fruit of our combined efforts in the officers' mess in the near future, with due pomp and ceremony.

Ops Shindigs

Screening parties have been the order of the day, with a baker's half dozen completing their tour of ops during recent weeks. S/L Jerry Morris' lads led off with a do that will go down in squadron annals as something to be discussed in subdued tones at reunion parties 20 years from now.

Jerry Morris is an Englishman who has spent most of his life in South America, and hastened north to join the RCAF when this little fracas broke out. The popular flight commander in-

Husky Squadron

This week we have a little gen about the men down at the MT section. These fellows represent every province in Canada; but all agree that the English mud is the muddiest they've ever encountered.

The NCO i/c is F/S Harry Puntun, who lays claim to a genial grin and one of the best bikes on the squadron. Then there is Cpl. Tommy Logan, Dauphin, Man., who also boasts a soft spot for Regina and Swift Current, Sask. Tommy is the man who knows how to light and maintain a coke fire.

Next on the list is ACI Peterson, Edmonton, who is a gem about aircraft recognition, wing-loading and stuff like that. LAC Art Moody, Schomberg, Ont., recently made the local hometown paper on the occasion of his marriage. Another newlywed Huskyman is LAC Ed Smith, Martintown, Ont.

Cpl. Code, Vancouver, and Nipawin, Man., has one of those keen Irish senses of humor and he really needs it. Recent addition to the section is LAC Thomson, Markham, Ont., despatch rider.

tends taking his English bride out to Canada to set up house-keeping at the earliest possible opportunity. The Morris-led crew has now completed two tours.

Captains of other celebrating crews included F/Ls Gordie Moore, Toronto, and Laurie Browning, Edmonton, F/Os Nell Currie, Winnipeg, Keith McGrath, Roseland, Sask., Joe Hawley, Regina, and Pete Peterson, Victoria.

The squadron gratefully acknowledges receipt of a further consignment of 10,000 cigarettes from our maritime sponsors, the Halifax Rotary Club. The hard-working ground crews are to benefit from this latest gift.



Aptly described as an Empire Arsenal and an Empire Larder, Canada has also played the role of fairy godmother to many children evacuated from their homes in Gt. Britain. We may be quite sure that in

acquiring new habits they will be encouraged to develop those instilled by their parents: washing behind their ears, for example, and cleaning their teeth night and morning—with KOLYNOS.

IMPORTANT—USED TUBES WANTED FOR MUNITIONS. RETURN TO CHEMIST

BEAVER BASE

Naval Revue Success

Highlight in the entertainment field here recently was the presentation of the fast-moving and highly tuneful Royal Canadian Navy revuesical, "Meet The Navy." A packed and appreciative house greeted the artists and artists. Sgt. Tommy Plunkett was so enthusiastic that next day he turned up at the orderly room to make enquiries about a transfer to the Fleet Air Arm.

Piano Team

Music lovers in the base station officers' mess are in clover these days, due to the activities of the two-piano team of S/L Neil Orchard and F/O Dave Dougall. This New Zealand-Canadian combination's musical sessions are attracting larger audiences daily. Their original rendition of "The William Tell Overture" is regarded as particularly outstanding.

F/O Dougall, incidentally, is a man of varied attainments. At present he and Winco Don Carr-Harris, who has recently returned from a course in London, are collaborating on an endeavour to improve laundry arrangements at the officers' mess. The situation is getting serious and any personnel with spare soap coupons may leave same with Dougall at the base orderly room.

The age of miracles is not yet past. Sgt. "Mel" Melsted, Winnipeg, recently returned from leave with some shekels in his pocket. Among friends enjoying this largesse was visiting fireman W/O "Mac" MacLeod. Mac is now getting in some spit-and-polish parade hours at OTU and is definitely unhappy about the whole thing.

Back from a spot of leave is Sgt. Eric Worth, Winnipeg. The maestro is soon returning to the Land of the Maple. Other lucky people soon to enjoy the pleasures of Montreal, Ottawa, Toronto—and even Winnipeg—are overseas old-timers F/S Bill Durnell, Alex Sahli, Dick Erickson and Harry Wright, Sgts. "Olle" Olson, "Bev" Bevington, N. H. Mallin and Jim Symons, Cpls. "Atch" Atchison and Don Wilson and LACs Charlie Borrowman and B. A. Fenton.

"Mac" McGillivray has been commissioned and also recently commissioned, screened and on his way to Canada is Doug Cook.

Caught

Feature of the local big-game hunting season occurred at Nunmonckton recently, when one of Don Berry's Trail, B.C., "Wildcats" bit the dust. The lucky groom, F/O Sammy Sambrook, pledged his troth to LAW Aggie Miller, Shawinigan Falls, Que.

The wedding took place in the lovely old-world village church. The rites were performed by S/L MacLeod, Toronto. The bride, given in marriage by Mr. Don Lofthouse, York, was attended by LAW "Dusty" Miller, Toronto. Don Berry was groomsmen for his former rear gunner.

Prominent among the well-wishers was F/O Bill Plummer, former crew navigator, who is planning on center-aisling-it himself in the near future. F/O Porky Dumart took home a piece of wedding cake to dream on. Other guests included W/O Joe Joyal, Sgt. Tommy Plunkett, LAWs Ester Might and "Tiny" Awde, Sgt. Baker and "Peewee" Nault.

—Sgt. J. G. Gunn.

PRE-WAR PALS

France.—Two Toronto fliers, friends for 10 years before enlisting in the RCAF, are now flying as pilot and navigator of a Mosquito nightfighter in the Cougar squadron, now operating from France. They are F/L W. J. Whittaker, pilot, and F/O Bert Hannaford. They met at an OTU in Britain and paired up as a nightfighting team.

JUMPS COME FAST TO WAG

On two occasions within six weeks F/S Alfred Ladner, South Gardner, Maine, U.S.A., Canadian-born wireless operator with the Bison squadron, has hit the silk to save his life.

Initial drop came on the return half of a Duisberg sortie. Before reaching the target, the bomber was hit by flak and the inside of the starboard wing set on fire. Pilot F/O F. K. Augusta, Shellbrook, Sask., continued to the target and bombed. Over Belgium on the way home, the wing fire spread and petrol from a leak in one of the tanks began to blaze.

The captain ordered the crew out, and all landed successfully, and after three and one-half days in Belgium returned to England.

Ladner's second adventure came on a cross-country flight with F/O W. A. Thomas, Timmins, Ont. Twenty miles from base their Halifax developed engine trouble. The starboard outer motor packed up, and the port outer began to blaze. The skipper ordered the crew out, and all escaped via the front hatch except the two gunners, who left by the rear hatch.

All got down safely and were picked up later. The aircraft crashed in a nearby field.

LANC COPES WITH FIGHTER ATTACKS

A Canadian-built Lancaster of the Moose squadron recently fought its way through attacks by a pair of Messerschmitts, two jet jobs and a Ju88 during a blast on Bochum. The Lanc crew came out with a score of a probable Me109 and damage to a Me110. Just after the bombs had been released the two Me's came into sight, one starboard and one port.

The 110 opened fire as it shot in, and the bomber went into a steep dive. Strikes were made on the Nazi and he then broke away. The 109 took up the attack, and Sgt. Ray Atham, Winnipeg, mid-upper gunner, let it have about 100 rounds at 250 yards. He saw a blue flash as they pulled away. Piloting the Lanc was F/O L. A. Blaney, Melville, N.E.

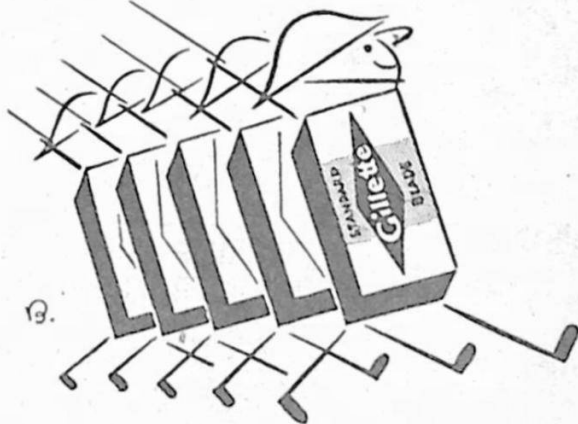
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HEADQUARTERS

Army Stars Win 2-0

Glorious in defeat or something like that might describe the hockey effort of the HQ outfit that met the RCEME Base Workshop club in the South England Hockey League at Purley Sunday morning.

No "Turk"

The much-heralded duel between Johnny Mowers and "Turk" Broda failed to materialise when the Workshops iced "Scotty" Munroe, of Edmonton, between the pipes instead of the former Maple Leaf "turkey."

Their subs included Elmer "Shadow" Kreller, who neutralised Billy Taylor in a junior final some years back; Kenny Campbell, Montreal Royals; Moe White, former playing manager of Glace Bay; Leo Blondin, of the old Ottawa Senators, and some other solid amateur talent.

There was no score at the end of the first of the two 25-minute periods. Moe White hammered home both of the winners' goals and starred along with Hamill and Catlin. Carroll, Bobby Lee and Sullivan were our best, along with the perspiring Mowers.

Cage Scores

Monday night, there were two one-sided cage efforts, one male and one female. The Base Post Office trimmed APA team one 70-21. Kennedy paced the Mailmen with 22. Fevreau was next with 19, and the other high scorers were McLeod with 13, Poplowsky with 11 and Scheff with five.

The Peewees almost hung a shutout on the Sixdees in the girls' game. LAW Klem tallied one free shot to avert the goose-egg. Hillis sparked the winners with 14 points. Macdonald and Turvey scored six each and Lavalée sniped two points.

The dance was a terrific success in every way. The Christmas romp is set for the 20th.

Roller skating takes the boards this Sunday again after a real do the last time. Marian Winter is perspiring freely trying to sell and keep track of the prospective bruised customers.

The bridge tournament will start shortly after the Christmas holidays have worn off.

Cpl. G. M. Stewart, Chatham, Ont., service policeman, has words of comfort for those who feel their mail may never arrive.

Recently he received a letter posted in Calgary, December 10, 1942. It went to Vancouver, on to the Aleutians, then to Halifax, back to the west coast, then to St. Thomas, Ont., east to Y Depot, overseas to BPO, north to Bomber Group, back to Base PO and finally UKBAU in London, where he got it.

Postponed

Bournemouth, unable to make the trip to Chelsea Barracks and tangle with the HQ cagers last Saturday, will make it this weekend (Saturday to be exact) for the momentous struggle.

COLUMNIST

Our correspondent for No. 2 District HQ, Sgt. Freddie Otto, Winnipeg, is writing a gossip column for the Winnipeg Tribune. He is now working on a special Christmas edition.

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DUEL



In an old castle, now the officers' mess on a RAF Coastal Command station, two knights spar for an opening. In the blue corner we have F/O A. P. Gibb, DFM, and in the red F/O K. O. Moore, DSO, both of Vancouver. They are navigator and captain respectively in the same crew, whacked two subs within 22 minutes on D-Day. Watch that hook!

NIGHTHAWKS

Cagers on Continent

Basketball with an international flavour and a French accent is the sport of the hour for squadron ground crews, with Cpl. Frank Grigg as promoter-manager and Cpl. Jack Green coach of a hoop squad that is already showing classy form after only a few contests.

Currently, Green's quintet is tackling the champions of northern France, who, to date, have handed them two defeats. A broken down factory gym, local rules and a team of very agile Frenchmen, who speak no English and who can wave more arms and legs than a centipede, all add up to make a formidable omelette to digest.

LAC Roger Demers, official interpreter for the team, handles more than a large mouthful every basketball night, and he reports that some of the French that comes out of those middle of the floor disputes would shake even a Frenchman.

Playing members of the team include LACs Sorrenson, "Nick" Nicholas, Don Pierce, Dell Heeny, Pen Harwood, "Dixie" Dugan, Paul Williams, "Sandy" Stewart and Cpls. Locke Goode and "Swiss" Crewder. Official scorer is LAC A. Skipper.

The French hoopers clapped a 24-17 defeat on the Nighthawks in their last encounter, which was a considerable improvement on the first tangle. We have forgotten the score of that one, handily enough.

The death of Sooner, A Flight mascot, was a blow to the squadron. The loveable little pup, one of five presented to the unit by Trixie before we left for France, had wiggled his way into everybody's hearts.

He met his Waterloo while demonstrating his agility to a pretty French poodle, and tangled with a Crossley three-tonner. LAC "Red" Montaigne and LAC Elmer Whitby named Sooner (tents were his favorite spot) and cared for him during his short career with the squadron.

PERSONAL BELONGINGS BURN UP IN AIRCRAFT

Ceylon.—When the aircraft that was transporting him from the UK belly-landed in Egypt and exploded, Frank Moss, Salvation Army Auxiliary Services officer from Toronto, was left with little more than the shirt on his back. He had to stand by and watch all his personal luggage go up in flames. Moss is now engaged in contacting RCAF personnel throughout Ceylon to discover their welfare needs. He hopes to establish a Canada House in Colombo, island capital and leave center, similar to that operated by the Canadian Legion in Calcutta.

VETERAN BACK

France.—The Nighthawk Mosquito squadron recently welcomed back one of its veteran pilots, S/L George Bowers, Vancouver. Former flight commander with the nightfighters, Bowers has a credit of two Huns destroyed when the squadron was flying Beaufighters.

The Ghost Speaks

They come and they go in this home of the Ghosts. Screenings provide the farewells and new arrivals make an occasion for welcomes. Recent events in the screen department involve F/L Graham, AFC, Fort Saskatchewan, Alta.; F/L Gilbert, Aurora, Ont.; F/L Nichol-Carne, Montreal; and F/O Mossman, River Port, N.S.; F/O Smith, Ridgeway, Ont.; F/O "Joe" Keresky, Windsor, Ont.

All were screened almost at the same time and the situation was a natural for a great party, highlighted by bizarre sights, including motor-cycles in the mess. S/L Don Lamont, Port Elgin, Ont., whose third ring is but a few days old, and F/L Carter, DFC, whose second ring is of the same age, gave a party which was greatly enjoyed. Free beer was an attraction and the songs of F/O Healey, Winnipeg, made a hit. Healey is another recent screen.

P/O Eiliosoff, Montreal, who just returned from the coast of France, is relating some of his experiences with the navy, where, he reports, whisky is cheaper than ginger ale. Now the adj., F/L "Dickie" Bowron, is swamped with aircrew who want to spend a few days with the navy.

Recent additions to the squadron include S/L Ferguson, Sarnia, Ont.; F/O Page, Hamilton, Ont.; and F/O Walsh, Montreal. There is a training program in full swing here during stand downs and everyone is getting to be a gen man, thanks to W/C Hull, Ottawa.

We sent W/C "Jerry" Edwards, Montreal, down to guide and gen the Snowy Owl boys. We are looking for improvement there. —F/O Johnny Dench.

FLIER FINDS VARIETY IN FIGHTER AIRCRAFT

F/L Bill Breckon, Fort Erie, Ont., is now flying on his third type of fighter operation. Breckon's log book credits him with operations on catapult-launched Hurricanes, Spitfires and now Mosquito nightfighters.

Breckon logged his Hurricane time during 14 months with the Merchant Service Fighter Unit in the Mediterranean. His "airfield" there was a catapult mounted on a merchant ship, from which special Hurricanes—called "Hurricats"—were launched to intercept enemy attacks on convoys.

Finishing his tour in the Mediterranean, Breckon joined the City of Oshawa Spitfire squadron, but shortly afterwards went to a conversion unit to train for nightfighting. He is with the Nighthawks.



MIDDLE EAST

On an RAF anti-submarine station here is a man with a double life. Officially, F/O Ken Bidwell, Moose Jaw, Sask., is signals officer. But as a sideline he is photographic officer, entertainment officer and (although he goes for nothing stronger than squash) bar officer.

"Ici et La"

Le sergent de section Gérard "Rockie" Rochon de Windsor Ont., est un des sous-officiers des équipages au sol de l'escadrille des Alouettes. Rochon se glorifie, à juste titre, d'avoir fait la campagne d'Afrique, où on lui avait confié la section des pneus de véhicules et d'avions. Il ne cache pas qu'il préfère l'Angleterre à l'Afrique, où il couchait tous les soirs "à la belle étoile".

Le lieutenant d'aviation Louis Geoffrion de Montréal doit incessamment rentrer au Canada après avoir complété sa tournée d'opérations comme pilote de chasse avec une escadrille de Hurricane au Moyen-Orient. C'est en Egypte que le pilote a complété la majeure partie de ses patrouilles. Son père, M. Henri Geoffrion, avait visité l'escadrille des Alouettes cet été.

Le sergent Jean-Paul Serré de Sturgeon Falls est maintenant préposé à la salle d'ordonnance au centre de rapatriation des Canadiens en Angleterre. Un de ses amis, le sergent Emile Beaulieu des Trois Rivières, est un des sous-officiers à cette même unité.

Le chef d'escadrille Charles Fournier de Montréal, arrivé depuis peu en Angleterre, est maintenant l'officier senior préposé à l'orientation des aviateurs vers une carrière civile. Il s'occupe de diriger les aviateurs qui retournent au pays, d'inventorier leurs dispositions pour les diriger vers une carrière convenable.

Le lieutenant de section Gérard Perreault de Westmount est l'assistant du chef d'escadrille Fournier. On se souviendra de lui comme instructeur de vol en chambre à Victoriaville, et ancien commandant de l'escadrille Jean de Bréboeuf, du Corps universitaire d'entraînement aérien.

Le sous-lieutenant d'aviation Rodolphe Lafrenière des Trois Rivières a accompli sa treizième opération au-dessus de Castrop-Rauxel, dans la vallée de la Ruhr. Il déclara à son retour: "J'ai été onze fois à l'attaque contre la Ruhr, et il semble que les chasseurs ennemis ne nous poursuivent plus comme ils avaient autrefois la mauvaise habitude de le faire; où donc est la Luftwaffe?"

He is the unofficial reception committee, liaison with Canadian HQ in the Middle East for various comforts, heads the Canadian softball team and does repair work on the radio and movie projector. "We're kinda short of officers, so a guy's gotta double up sometimes," says Bidwell.

F/L Bert Wall and F/L P. S. Close, both of Winnipeg, are signals officers attached to an RAF HQ here. Both have married in Africa and both did time in the Middle East desert wars before being posted to the African big game country. Now they team up with S/L Tom Hislop, Lockwood, Sask. The only division in their camp occurs over the relative merits of the Blue Bombers and the Regina Roughriders.

Even though Wall is now in the heart of the lion country he believes his narrowest squeak in the war occurred in England. He was billeted at a Southern England hotel back in March, 1942. One day he wangled leave to see his brother and the night he left, Jerry bombed the hotel and reduced his room to a heap of rubble.

Hislop came to England back in 1936, joining the RAF signals branch at the outbreak of war. Early in the war he went to Coventry on leave and was there on the night of the big blitz. Shortly after this he was posted here, arriving in the middle of the Wavell era. For some time he served as signals liaison officer with the Yanks.

PROMOTED

Recently screened after his second tour, A. J. Lewington, DFC, Oshawa, Ont., Porcupine squadron CO, has been promoted to group captain and given command of a Heavy Conversion unit station in RCAF Bomber Group.

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JERRY PAYS FOR HALIFAX TANGLE

After a tangle with three Nazi planes in which a probable was scored, F/O Ronald Sierolawski, Ottawa, pilot of a Halifax bomber, reported his aircraft received about 20 shots from the enemy. The action took place over the Ruhr during a recent raid on a German synthetic oil plant.

The first kite is reported to have broken away only to be followed by another which started firing wildly at 400 yards, but failed to score a hit. The mid-upper gunner returned fire, piercing the enemy's fuselage. Just as the second disappeared, a third Hun picked up the duel but Sierolawski was able to take evasive action and he was soon lost.

IMMEDIATE DSOs

(Continued from page 1)

F/L Stanley Parker McGee, F/O Albert Edward MacNaughton, F/O Andre Marcel Joseph Pelouquin, F/O Charles Leo Vaessen, F/L Charles Edgar Blair, F/O John Harvey Symons, P/O Jack Perry, and F/L Russell Reginald Bouskill.

P/O Charles Marcién Bujold, air gunner, and P/O John David Hamilton, pilot, each receive an immediate DFM.

F/O W. A. Daniel, air bomber, flew with the bomber force which attacked the "Tirpitz" in September, and in October he was with a force which attacked the sluice gates at Kemps Barrage. The Gazette states that on both occasions he proved his skill as a bomb-aimer.

FAST KITES COMB RUHR

Holland.—Canadian pilots in Tempests, Typhoons and Spitfires recently joined in attacks on the Ruhr Valley railway system which brings supplies to the enemy, destroying 12 locomotives and damaging 14, destroying 50 railway trucks and damaging 116.

In addition, 20 rail lines were cut and German strong points hammered.

A plane a minute was put into the air during the six hours the weather permitted flying as TAF went at its job of support for the Allied Army on the Dutch-German battle line.

Four hundred sorties were flown for the loss of three aircraft, the pilot of one of these having parachuted safely.

RCAF Typhoon dive-bombing pilots reported that, in an effort to protect the Ruhr railway systems, the enemy appear to be using heavy fortress guns from the Maginot and Siegfried lines between the Rhine and Ruhr rivers.

The same pilots noticed a great increase in the amount of light ack ack along the important rail lines, a sight which indicates a transfer of batteries from deeper in the Reich to the border areas, where transport has been mauled badly.

OTTAWA TIFFIES HIT AMMO DUMP

Holland.—A small station and siding received direct hits and an ammunition dump was exploded when the City of Ottawa Typhoon squadron staged attacks on the railways east of Censchede, near Dusseldorf. This was the first precision dive bombing mission that F/O Gerald Passmore, Hensall, Ont., and F/O John Gilliers, Windsor, Ont., had taken part in.

"Passmore was flying behind me," said F/L Donald Jendey, Ingersoll, Ont., leader of the section. "His bombs hit a small ammunition dump and there was a hell of an explosion. He also hit a little station and siding dead on."

Two V2s and three German jet propelled aircraft were seen by F/O Richard Watson, Oba, Ont., and F/O William Dunkeld, Pontiac, Mich., as the squadron crossed the Rhine.

Change of Command for Red Indians and Wolves

Belgium.—New commanding officers have been appointed for the Red Indian and Wolf Spitfire fighter-bomber squadrons. They replace squadron leaders who have completed two tours.

S/L J. E. Collier, Portage La Prairie, Man., has been moved up from the post of flight commander to leadership of the Wolf squadron. He has taken over from S/L E. F. Wood, Toronto.

FAUQUIER AMONG FIRST BOMB MC's

(Continued from page 1)

The whole system and plans for the attacks on the German V weapon experimental station at Peenemunde were devised in this group. But before Peenemunde itself was to be struck it was decided that an experimental plan should first be tried out on a comparatively undefended target—and Turin in Italy was chosen.

In this attack A/C Fauquier was the deputy master of ceremonies and stood by over the target with the Master Bomber to take over should need arise. A number of code words were used to give instructions to the Pathfinder bombers dropping the markers and when markers were dropped in the wrong place following Pathfinder bombers were told to overshoot or undershoot as necessary.

Everything worked well and the attack on Peenemunde was planned. Again A/C Fauquier took over the duty of deputy master bomber and as wave after wave of bombers made their run in on the target, 45 minutes from the start to the finish of the attack, he and the master bomber were exposed to considerable risks while they circled above the aiming points.

Following these attacks, Air Commodore Fauquier received his most important task when he was chosen as master bomber for an attack on Berlin. It again proved successful and resulted in much greater accuracy and concentration of bombing.

"The devastation of the Ruhr Valley is due to a great extent to this new technique in bombing," said Air Commodore Fauquier. "Attacks on these targets were solved by special devices all developed by the Pathfinders, to whom all the credit is due."

SINO-CANUCK

Chinese-Canadian navigator, F/O Quan Louie, Vancouver, has completed eight sorties with the Snowy Owl squadron. His pilot F/O Bill Watson, is also well known about Vancouver, though coming from Toronto.

SHIPPING HIT OFF HOLLAND

Enemy shipping off the Dutch and North-West German coasts was attacked in the early hours last week by Beaufighters and Wellingtons of RAF Coastal Command.

The Beaufighters, equipped with torpedoes, rockets and cannon, left one small enemy ship on fire. Darkness made accurate observation of the remainder of the attacks difficult.

A Canadian, F/O W. H. Fulton, of Alcomdale, Alberta, pilot of a rocket-firing Beaufighter, attacked the ship which was already on fire from a previous attack.

"The fire," he said, "was glowing well amidstships and towards the stern when we arrived, and went in with our rockets. Within three minutes, the ship was blazing furiously, and when we left, it was down by the stern."

From these operations all our aircraft returned.

FEINTS AT GUNS TO PROTECT PAL

Holland.—Although he was out of ammunition, P/O Nelson Gordon, Canso, N.S., feinted at enemy anti-aircraft guns, and brought their fire on himself until a comrade flying low in a disabled plane was able to get out of range.

Recently commissioned, Gordon was flying his Typhoon on a train strafing sortie. Three trains were attacked east of Wesel, and he exhausted his ammo.

Another pilot was hit by flak and reported over his radio he would try to fly his disabled plane home alone.

Gordon insisted on accompanying him, foregoing the protection of the guns of the rest of the squadron. As the damaged Typhoon spluttered from Wesel to the River Maas, enemy guns opened up.

Gordon began making passes at the gun post as though attacking them, and successfully diverted their fire sufficiently for the low-flying plane to get out of range.

The damaged plane was not able to make it all the way to Allied lines, and force-landed in enemy territory. The pilot is posted as missing.

FILM LOG

THE SECOND BATTLE OF LONDON (Odeon, Leicester Square)

A short documentary (22 minutes) giving a graphic account of the defeat of the flying bomb. If you lived in the vicinity of the robot menace, you will cheer the ack-ack gunners when they pot the doodle bugs out of the sky. The daylight action scenes were taken on August 28th, the day when the ack-ack brought down 97 out of 100 flying bombs.

CANADIAN HEAVIES

(Continued from page 1)

Every squadron of the Canadian Group was represented in this attack. All aircraft returned safely. Returning crews stated that they had no difficulty distinguishing their ground markers, and their bombing was accurate and well concentrated. Large explosions were reported in the target area. The attackers left many fires burning.

ESSEN

Actual assessment of the success of the RAF attack on Essen was impossible, but Canadians in the returning crews were confident that the target had been well plastered.

"We could see big fires burning under the cloud after we had bombed on the sky markers," said F/S John Robinson, Simpson, Sask., a bomb-aimer. "We could also see fires at Neuss, which was attacked by other bombers."

Two heavy explosions in the target area were reported by F/S C. W. Dumka, pilot, of Arrowood, Alta.

SCORE PROBABLE

P/O Donald Barrett, Ottawa, mid-upper gunner and F/O Lambert Britt, Maniwaki, Que., pilot, are credited with a probable, during a skirmish with three enemy kites recently over the Ruhr Valley.

Santa Swaps Sleigh for Tiffie on Holland Rounds

Holland.—Canadian officers and airmen on this forward Typhoon wing have completed detailed arrangements to assist St. Nicholas, patron saint of all little Dutch children, to meet some 250 of his charges assembled at parties in the messes.

Usually St. Nicholas travels his rounds on December 5, by boat or sleigh, but this year he used the medium of transportation which most interests the local residents—ever since the Tiffie arrived. The good saint taxied up to the clogged assembly at the airmen's mess precisely at 2.30, December 5, in an observation kite.

It is in the gift-bag that the assistance of the Canadians will be most felt. Not only have they arranged for each child to enjoy candy with their lunch, but a gift will be given to each child by Santa Claus.

To the Dutch children chocolate is indeed a rarity, and it is in keeping with St. Nick's kindly spirit that he is distributing such treasures. St. Nicholas is the Netherlands Santa Claus, and it is here, on December 5, that he starts his world-wide rounds, which extend to December 25 in Canada.

SHAKESPEARE AND YOU!

"In my opinion," says Ernest Betts in the Daily Express, "the great man would have sat up and given it 90 degrees."

And that's just what the London public, agreeing with Betts and the Bard, thinks about this "most brilliant murder mystery"—forcing us to shatter our schedule by giving it a THIRD WEEK at the huge Empire.

Advertisement for the film 'Laura' featuring Gene Tierney, Dana Andrews, and Clifton Webb, shown at the Empire Theatre.

Advertisement for the play 'Step Lively' at the Leicester Square Theatre, featuring Frank Sinatra, George Murphy, and other stars.

Advertisement for the film 'Casanova Brown' at the Odeon Leicester Square, featuring Gary Cooper and Teresa Wright.

ENTERTAINMENT GUIDE

Table listing theatre and cinema listings for various venues including Aldwych, Hippodrome, Palladium, Savoy, Strand, Whitehall, Windmill, Dominion, Empire, Gaumont, Leicester Sq. Theatre, London Pavilion, Marble Arch Pavilion, New Gallery, New Victoria, Odeon, Regal, Tivoli, Warner, and Westmount Kites.