



DEAD CITY



Whether you call it Anchen or Aix, it's still a crushed city. The debris of battle was still cluttering the streets when an RCAF photographer took this picture.

(Official RCAF Photograph)

Falcons Take on 50 Huns, Downing Four

Holland.—Five Canadian Spitfire pilots of the Falcon squadron took on more than 50 Me109s 10 miles south-east of Wesel last week and shot down four of them, probably destroying a fifth. Leading the attack, F/O Fred Murray, St. John, N.E., made two certain kills and the probable. His No. 2, F/L Bill Banks, DFC, Toronto, shot down the other pair.

The Canucks were on a dive-bombing mission. Some had already released their bombs, while others, like Banks, still carried theirs, when more than 50 Huns were sighted below. Despite the 10-1 odds, they jettisoned their bombs, peeled off and attacked.

Banks, who thus becomes top scorer currently operating in his wing, positioned himself behind a straggling Me109, closed from 200 yards and fired. The first burst struck the enemy's wing root, and ensuing fire hit the cockpit dead on.

"The aircraft went down completely out of control," he said. Banks' second kill was much the same, his fire again knocking out the Hun pilot. "He just seemed to drop down, and over end," he said.

It was the first score for Murray, who recently started his second tour. His first, probably destroyed, was seen spinning down, smoking with increasing volume. He observed the next two "go down in flames, pieces falling off."

In all it was a magnificent day for the Falcon squadron. Aside from the aircraft destroyed, they blew up three locomotives, damaged at least two more, destroyed and damaged many rail cars, and made 12 cuts in the rail lines with direct bomb hits.

F/L Charles Fox, Guelph, Ont., the wing's leading train-buster,

AOC BEREAVED

P/O Donald Lloyd Breadner, 20-year-old only son of Air-Marshal L. S. Breadner, CB, DSC, Air Officer Commanding-in-Chief RCAF Overseas, was instantly killed in a flying accident near the RCAF OTU at Debert, N.S., on November 30.

P/O Breadner was completing training on Mosquitos. During a final flight, and on emerging from overcast his aircraft struck a 940-foot hill.

Full military honors were accorded P/O Breadner at his funeral in Ottawa on December 5.

led the outstanding show in the Coesfeld, Delmen, Borken area. They scored five rail cuts destroyed two locomotives and damaged another. They destroyed five rail cars and also strafed seven trains in the marshalling yards at Coesfeld.

Two early morning shows, one led by S/L Dean Dover, Toronto, and the other by F/O Douglas Husband, Toronto, each produced four rail cuts. Husband's flight hit lines south-east of Munchen and Dover's men scored many strikes in marshalling yards in the Borken area.

HONORS GO TO 191 IN RECORD AWARDS LIST

BOMBER GROUP IN LULL AFTER BIG RAIL DRIVE

Soest, Osnabruck Pasted On Successive Nights

Winding up a whirlwind ten-day offensive against German transport with attacks on Soest and Osnabruck early last week, RCAF Bomber Group hit a lull that continued through the past week-end. Both Lanes and Hallies of RCAF Bomber Group accompanied the RAF to Soest, the important communication centre was reduced to fire and rubble according to returning crews.

F/S John Gurski, Montreal, a mid-upper with an Iroquois kite, reported that the target was a blaze of color. He said that he saw brown smoke, green and yellow flares and orange explosions.

"I saw the whole target on fire," said F/S Guy Het, Montreal, who flew with the Alouette squadron. F/O W. G. Conlin, a bombardier with an RAF crew, said the target was "burning brightly on fire."

When group aircraft went to Osnabruck it was the third successive night on which Canadian bombers had been out. Railway yards, through which enemy forces in central Holland were being supplied, were the main objectives.

Again crews reported fires and explosions. Said Sgt. John Baird, "embroke, Ont., a Snowy Owl rear-gunner. "The reflection could be seen for 15 or 20 minutes after we left the target."

All squadrons of the RCAF Bomber Group were represented on the raid. Four Canadian aircraft are reported missing.



G/C R. S. Turnbull

BEAUS PASTE NAZI VESSEL

Beaufighters flying low over the sea, recently surprised a medium-sized enemy merchant vessel attempting to break the blockade of Coastal Command ship busters and dodge from port to port along the Norwegian coast. Cannon hits were seen and, despite the flak from the ship and shore batteries, the attack was pressed home to mast height.

When the Beaufighters broke off the attack, the ship was well ablaze from the bridge to the stern and two explosions were seen. "Several cannon and rocket hits were seen above and below the waterline," said S/L D. A. Duncanson, DFC, Dutton, Ont., the flight leader.

"We could see crates all over the decks, and not only were they set on fire after each Beau attacked, but there was a real blaze among the cargo in the holds. Within a matter of seconds there were two explosions below deck. As we set course, thick, black smoke was coming from her," reported Duncanson.

HUN SHIP BLAZES AS COASTALS HIT

In action against a large tanker in the Skagerrak, F/L J. L. Power, Vancouver, and his squadron mates in Coastal Command, left the enemy vessel in a sea of blazing oil, while its escorting ship was also left on fire.

Previously his squadron attacked a convoy, leaving two merchant vessels sinking after at least two torpedo hits had been registered. Five other vessels were also left on fire.

"Four torpedoes were dropped at those two large merchantmen, and we saw two of them hit and send columns of smoke, spray and steam more than 400 feet in the air," said Power. "The flak busters were also hard at work and before we broke off the action, five other vessels in the convoy were on fire. The tanker was the most impressive sight I have seen since I have been on this ship-busting job."

W/C SHARP SUCCEEDS EASTON AS GOOSE CO

Graduate of RMC and the RCAF War Staff College, W/C F. R. Sharp, Trenton, Ont., and Moosomin, Sask. has been appointed CO of the Goose squadron.

He succeeds W/C J. F. Easton, Timmins, Ont., who has completed a full tour, and will be returning to Canada shortly. With more than 2,300 flying hours logged, W/C Sharp has been flying with the Porcupine squadron since coming overseas this spring.

BOMBER CREW TYPES GET HIGH PERCENTAGE

Seven Bars to DFC, 179 DFCs and Five DFMs In RCAF's Largest Weekly Gong-get

G/C TURNBULL EARNS BAR TO DFC

Record-breaking in length, the list of awards to RCAF personnel this week includes seven Bars to the Distinguished Flying Cross, 179 DFCs, and 5 Distinguished Flying Medals. Top-ranking flier in the list is G/C Robert Steele Turnbull, DFC, AFC, DFM, Govan, Sask., station commander at an RCAF Bomber Group unit. He is awarded the Bar to the DFC.

Bomber Command

The majority of the decorations went to bomber personnel of the Canadian Group, and RCAF bomber crews serving with RAF squadrons.

All seven Bars to the DFC went to bomber personnel. They were G/C Turnbull; F/L Joseph Alcide Yvon Cote, DFC, pilot; S/L Reynold Norman Quinn, DFC, navigator; F/L George Henderson Laing, DFC, pilot; F/L Linton Wilson Queale, DFC, navigator; F/L Reginald Arthur Swartz, DFC, bombardier; and F/O Clarence Bentley, DFC, air gunner.

Of G/C Turnbull, the London Gazette said: "On many occasions he has pressed home his attack, and successfully completed his mission under extremely difficult and hazardous circumstances. His outstanding leadership and coolness in the air, together with his initiative and exceptional ability on the ground, have set an inspiring example to all."

P/O Sutherland has participated in the destruction of seven enemy aircraft and damaged one. An air gunner serving with a RAF squadron, he has destroyed three since the award of the DFC. In July, the bomber in which he was flying was attacked five times by enemy fighters near Stuttgart.

He assisted in the destruction of two and helped drive off the remainder.

Five other air-gunners won DFMs for work against enemy fighters. Three are with RCAF Bomber Group and the other two fly with RAF crews. They are F/S Frank Vivian Bogle, F/S Edward Robson Boland, F/S Nick Joseph Hawrelechko, F/S Walter Phillip Metcalfe and F/S Henry Linden Seaman.

W/O Ernest Bell Hudson, rear-gunner with a RAF squadron in MAAF, won the DFC for helping to beat off a Ju88 and continuing to operate his guns against the enemy without telling the other members of his crew he had been seriously wounded. (See page 3 for complete award list.)

DOVER CROWD CLUBS KRAUTS

Fighter-Bomber Units Blast Transport In Reich

Holland.—Commanded by Lt. Col. Dean Dover, a Canadian Spitfire bomber wing turned in another outstanding dive-bombing effort over Germany recently, making five rail cuts on three particular missions, as well as a direct hit on a causeway and destruction of a locomotive and several cars.

F/L Charlie Fox, Guelph, Ont., a newly-appointed flight commander, and one of the wing's top ground-attack experts, who has destroyed five locomotives and damaged nine more in the last week, led the outstanding do which saw him and his flight score three direct hits on a locomotive running near Borken and three more hits on the first car behind the engine.

Following the first attack, he led his men back on a strafing run which damaged four more cars, destroyed two motor transport vehicles and damaged another pair. "When we left," said Fox, "we could see the engine on its side burning."

The squadron led by S/L Hedley Everard, DFC, Timmins, Ont., recent successor to S/L R. I. A. Smith DFC and Bar, Regina, who finished his second tour, also had one particularly good show; dive-bombing and cutting three rail lines in the Wesel area.

ONE DOWN

Pilot with the City of Edmonton squadron, F/O Maurice Sears, Windsor, Ont., has been screened from further operations on completion of a tour.

Rams Mix With Jerries During Dive-Bombing Do

Holland.—Recent attacks by Canadian Spitfires against German rail targets resulted in the destruction of at least one rail bridge, cutting of a number of lines of track, and saw six kites from the Ram squadron tangle with a mixed force of Me109s and FW190s, destroying one and damaging two more.

Engages Enemy

The Ram pilots were bothered while dive-bombing a rail line north west of Hengelo. They dropped their bombs, cutting the lines, then engaged the enemy force, which totalled 12 planes.

The destroyed Me. went to F/O Don Church, Peterborough, Ont., and the two damaged FWs were credited to F/O D. A. Cameron, Toronto.

The City of Westminster squadron, led by S/L Bill Olmsted, DFC, Hamilton, Ont., struck two blows, first damaging a rail bridge over the Twente Canal, cutting the line in three places east of the bridge and probably destroying a barge nearby.

Later a flight from the same

squadron, led by F/L Milt Jowsey, DFC, Ottawa, made three cuts along the line running north west into Dorsten, destroying a locomotive as well with their first bomb salvo.

By mid afternoon of the same day three other squadrons had achieved nine more rail cuts. The Rams scored two more cuts on a still later show, S/L Hedley Everard, DFC, Timmins, Ont., scoring his first on a junction west of Rijssen.

S/L Dean Dover, DFC, Toronto, led the Falcons on a mission producing two cuts near Ahaus, while fliers under S/L Gordon Lapp, Medicine Hat, Alta., planted two direct hits on the rail line near Delden.

WINGS ABROAD

Postal Address: RCAF Headquarters, 20, Lincoln's Inn Fields, London, W.C.2. Publication Date: Thursday of each week. Published weekly at RCAF Headquarters Overseas. Closing Date of Advertising Copy: Friday preceding date of publication. Advertising Rates on request. Subscription Rates: 3 months \$a; 6 months, 6a; 12 months, 10a. Single copy, 1d.

CASUALTIES

KILLED IN ACTION.

F/O C. G. Brown, Grandmead, Que. Sgt. W. M. Gony, ... F/O J. D. B. Hall, ... F/O W. E. M. Phillips, ... F/O L. B. Syme, ... F/O H. A. Johnson, ... F/O W. W. White, ...

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION.

W/O G. A. Madury, Winnipeg; P/O F. W. Paterson, ... W/O C. P. Newman, ... W/O H. A. Weiser, ...

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION.

W/O C. P. Newman, ... W/O H. A. Weiser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ... F/O C. H. ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

MISSING.

P/O W. M. Aldred, ... F/O A. M. Gasser, ...

FIGHTER GETS NAZI JET JOB

Me 262s Enjoy Sunshine But Run From Tempests

Early morning sunshine brought out the German's jet propelled aircraft recently in greater numbers than usual, but Tempesta offered a challenge. Nearly 100 Me262s were seen but with a few exceptions, they avoided combat. And of the two who stayed to fight it out, one was shot down by F/O "Judy" Jarland, Richmond, Ont., who thought the German pilot panicked.

"I got him," said Jarland "and opened up with my cannon. He did a couple of violent turns and then white smoke streamed from him. He turned to port, flick-rolled and jettisoned his hood, probably to bail out. Next moment he spun into a wood near Rheine and blew up."

JU88 BURNS AS IROQUOIS SCORE

An Iroquois squadron Lancaster, homebound from a strike on Onanbruck, turned the tables on a Ju88 and sent it in flames into the clouds, where it disappeared.

As the Hun attacked, S/L Harold Smith, New Westminster, B.C., pilot, dipped into a cork-screw with an agility that surprised the enemy.

At the same time the tail gunner, P/O Gus Supergia, Regina, sent a long burst into the Ju. His mate in the midupper got his guns trained on the German and contributed two short bursts, while Supergia threw more lead at the nightfighter.

A spot of fire showed on one of its twin engines and spread swiftly. The Ju went into the cloud in flames, and has been claimed as a probable.

Lake, Ont.; P/O J. A. Urdunart, Montreal; P/O R. R. Vatcher, Kenosaw, Que.; F/O J. D. Wallace, Port Arthur; F/L J. Zavitz; F/O M. P. Zimmerman, Toronto.

MISSING, BELIEVED KILLED ON ACTIVE SERVICE. Sgt. V. E. Clark, Grandview, Man.; Sgt. J. W. Ellis, Elroy, Sask.; F/O A. T. Corman, Toronto; F/O L. A. Green, Picou, N.S.; Sgt. C. Moran, Carleton Place, Ont.; Sgt. W. L. Southwick, Montreal.

KILLED ON ACTIVE SERVICE. F/L C. G. Jackson, Ballymore, Ont.; W/O J. McBeth, Toronto; F/O A. E. McTavish, Regina; F/O V. V. Mittleman; F/O W. T. Shannon, Trail, B.C.; F/O W. C. Dowdy, Three Hills, Alta.; F/O G. Fraser, Victoria, B.C.; Sgt. H. V. Heston, Windsor, Ont.; Sgt. L. M. Hembrough, Little Current, Ont.; Sgt. L. W. Lenz, Maurer, Sask.; Sgt. J. L. Snider, Hamilton, Ont.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED OF WAR. F/S F. C. Bouter, Oyen, Alta.

WOUNDED OR INJURED ON ACTIVE SERVICE. Sgt. H. A. Main, Hildesast, Sask.

WOUNDED OR INJURED IN ACTION. F/O L. B. Foster, Brooklyn, N.Y.

MISSING, BELIEVED KILLED IN ACTION. Sgt. T. V. Owen, Toronto; Sgt. R. W. Robinson, Montreal.

BREAK IT OFF



These hirsute heavies committing legalised mayhem in the ring at a heavy conversion unit of RCAF Bomber Group are flight loots in private life. The gent in the driver's seat is F/L R. J. Axell, MBE, Ottawa, F/L A. A. Stark, Lethbridge, Alta., apparently having his neck wrung, rallied later and emerged the winner. (LOCAL RCAF Photographs)

COMMISSIONED

- Air Bombers—A. H. Stockton, Sussex Corner, N.B.; G. N. Bennett, Sherbrooke, Que.; E. Lansdowne, Bureau Park, Ont.; J. E. Macdonald, Capreol, Ont.; R. C. Bishop, ...

Eight Canucks Staff Pukka Radio Station

Rising from rolling farmland in Britain, aerial masts mark the site of a medium-power wireless station manned by eight Canadians. Similar to commercial radio stations, the transmitters are located in the country and the messages come from HQ control rooms.

TIFFIE PILOT GIVES INSIDE STORY OF DIVE-BOMB TRIP

Briefing, Double Check of Controls, First Step In Flight to Knock Out Enemy Bridge

This is the first-hand story of a Typhoon dive-bombing operation, as described by one of the pilots, a Torontonian. By F/L EDMUND MCKAY, RCAF.

Holland.—The briefing was typical of fighter operations. It was short. Eight Typhoons were to attack the bridge at Hilfarth, over which the Germans move supplies at night. We look at the maps for the little blue flags indicating the flak defences—there is no shortage of them around the target area.

Look Out "Keep your eyes open" are the final words from the usually nonchalant Winco. We file out on our truck, old Aurora, and she bounces across the filled-in bomb craters and mud holes to our dispersal tent.

Starting time is 0900 hours. We have 20 minutes to sign for our kites, the authorization book, smoke, chew gum and empty our pockets of anything that might help the Hun—if we go down. A few wisecracks about Happy Valley fall on preoccupied ears as we pick out and pick up our chutes, helmets and gloves and slog out to our Tiffies.

Mine is Z for Zebra and she looks like any other squat, pugnacious Typhoon, but there's something special about her. Some of the other types describe the merits of their charges with "She'll climb like a homesick angel," or "dive like a frost-bitten demon into Hell." Well, old Zebra just has guts and she'll get me there and back.

Double Check The 1,000-pound bombs under each wing spread the tyres—they look almost flat in the muddy ground. A test kick at them, check the pilot tube and rod to see that the covers are off, and then into the cockpit.

Danny, my chubby rigger, helps with the straps and wants to know where I am going. I point to the dot on the map. After all, he's in this too. I plug in R/T, adjust straps. We both say "O.K." and Danny jumps down. He stands by with the fire-extinguisher during the three minutes until take-off. There's lots of stuff to check—hydraulics trim, mixture, pitch, fuel, flaps, oxygen, rod flap, super-charger, pilot switch, radio, etc. There is an explosion, a puff of white smoke and the boss prop is turning. Within 60 seconds eight Typhoons are rolling towards the runway for take off a total of 13,200 h.p. carrying eight tons of bombs and 3" cannon. I remember calculating once.

Tradition There is something about the take off that represents flying tradition. Any student pilot says the first thrill didn't come from aerobatics, but from that one effortless opening of the throttle that summons all the wealth of power to his fingertips. Throttle opening never becomes automatic. As you ease it forward the engine develops a reverberating roar until it reaches a crescendo—the power ful hum of a perfect engine. Then you feel like leaning over the windscreen and patting the vibrating cowling.

We flash down the runway in pairs and the green perimeter around the drome slips away, below. In two minutes two sections are headed for the little German bridge.

Setting course in a Typhoon seems to be the equivalent of cocking a rifle, with the sights on a long-stalked deer. I check the trim, move out a little from Blue Three, switch my gun-button to "fire" and cut in the cine camera and reflector sight. Time lags or leaps en route to the target—it depends on the distance and whether operations reports "bandits in the area." Or this trip eight pairs of eyes are straining at 20-plus specks above and behind, just reported by the CO. They have a suspicious look as they close in. We prepare to jettison our bombs to break and fight, like taking off your coat before a brawl. Now we recognize them as American Thunderbolts.

Enemy Flak Just then our attention swings ahead. Four black, ugly mushrooms exploded in front of the CO. German 88mm. flak. We have just crossed our lines and ahead is the winding gleam of the river, which the bridge spans.

The CO calls, "Bomb switches on!" I switch two of the many switches on the panel. They fuse the 1,000-pounders. "Bombing formation" comes next and we swing into attack position. The flak has died down a little but, as the CO rolls over to peel off, the sky fills with black puffs, red puffs, tracers, and the black cloud patches which show where the heavy stuff is bursting. One by one, about 100 yards apart, the Typhoons stream vertically toward the target at 500 mph. Some of us

fire cannon on the way down to shake the few gunners near the bridge. Blue One, Two, Three; now it's my turn. A quick glance around the horizon, then down I go.

Below, the first sticks of bombs are bursting. Columns of smoke and dirt spread over the area. "Acers follow us down and criss-cross our paths. Then we see what we came for. Blue Two's bombs hit on the town-ward side of the bridge suspension, and a jumble of steel girders and concrete chunks gathers for a second, then sinks into the river, leaving smoke and dust-wrappings behind. My No. 1 and I let our bombs go and pull up sharply toward the target, who has orbited the target and watched. I wonder how I ever got up that high, when I see a couple of flak puffs burst pretty close. A little back pressure on the column and in a few seconds the engine has done the job. I'm in formation. In a few minutes it is over, the bridge is down, and we are headed home in battle formation, with sporadic puffs of flak following us.

NAAFI—AT YOUR SERVICE

Here are but a few of the many ways in which Naaifi 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 Naaifi 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

CANADA'S OLDEST BANK At your service HERE—AS AT HOME BANK OF MONTREAL 9, Waterloo Place, S.W.1 47, Threadneedle Street, E.C.3 LONDON Incorporated in Canada in 1817 with Limited Liability.

BANNOCK ENDS MOSSIE TOUR

W/C Wickett Successor As Edmonton Unit CO

W/C Russell Bannock, DFC and Bar, Toronto, and Edmonton, ace flying bomb destroyer of the RCAF, has completed a tour of operations as commanding officer of the City of Edmonton Mosquito Intruder Squadron.

Succeeding him is W/C Jack Wickett, Lethbridge, Alta., and Montreal.

Bannock ended his tour on the same day that it was announced he had been awarded a Bar to his DFC. With 193 flying bombs to his credit, he led his unit through a brilliant phase of its more than three years' service with the RCAF. He and his navigator, F/O Bob Bruce, DFC, RAF, have destroyed seven enemy aircraft and damaged one. Bruce received his DFC on the same day as the W/C.

Shaky Trip

Shakiest trip of Bannock's career was a trip over the Baltic when he downed two Nazis. Debris from one smashed into his kite and put an engine on fire. He returned to base on one engine, a journey of some 600 miles, 350 of them over water.

W/C Wickett was 1/c of flying training at Arrnprior in 1942-43, and later at No. 3 Training Command. He is author of the "Flying Training Manual," and recently completed a treatise on engines.

He did a few trips with a RAF TAF squadron before taking on his new job. Wickett has his operational career ahead of him and is as keen as the newest air crew recruit. He joined the RCAF in 1938.

HAWKS SCORE ON NIGHT DO

France—One probable and two damaged were added to the Nighthawk squadron bag last week when three Mosquito teams tangled with German planes over the Western Front.

F/O Kay Collins, Inwood, Man., and his navigator, F/O Stan Lee, Vancouver, who have two kills to their credit, nearly made it number three when they closed in on a Ju88 nightfighter.

The Mosquito's cannons momentarily failed to fire, and Collins was able to get in only a fleeting burst. Hits were seen on the Jerry kite, which peeled off into a dive, but disappeared through a cloud and the airmen were unable to see whether it crashed.

Two Stukas were shot up by W/O Bob Boorman, Fort William, and F/L Bill McPhail, Cromarty, Ont., on the same night. Strikes were registered by both pilots, but the Germans appeared to get away, and were assessed as damaged.

The navigators were P/O W. J. Bryant, Winchester, Eng., and F/O Ted Donoghue, St. Vital, Man.

LANC, JUNKERS IN COLLISION ESCAPE

In an encounter in which both aircraft missed destruction by a hairbreadth, Moose squadron AG, R. S. Grant, Weston, Ont., fought off a Ju88. Just before the Lancaster entered its bombing run, he saw the Ju. off to one side and climbing for the attack.

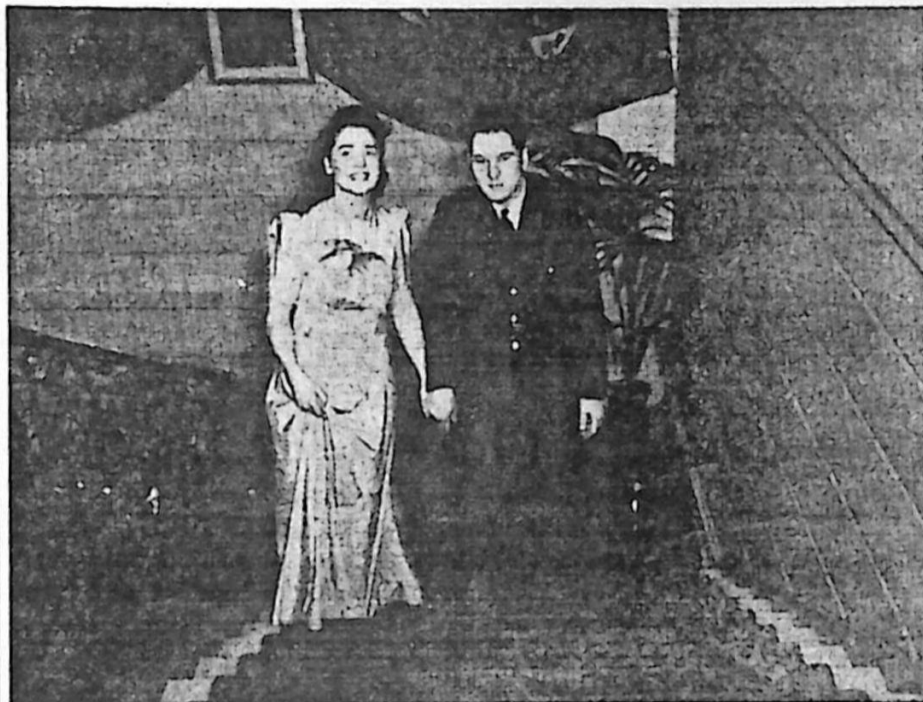
Grant started firing with a two-second burst, but it was impossible to see if the nightfighter was damaged. The German didn't pull out of the way until the last second, when collision seemed certain. It careered so close under the Lancia's wing that the pilot, F/O Frank Bruyne, Cornwall, Ont., said he could have almost touched fingers with Jerry.

THE BANK OF NOVA SCOTIA

London Office:
108, Old Broad St.,
EC.2
(Near the Bank of England)

Telephone Number:
LONDON WALL 3085
(Incorporated in Canada in 1882 with Limited Liability)

COUPLE



Miss Georgette Seoman and LAC John Curtis Neff, Verwood, Sask., walk up to the dance floor at the formal opening of the Canada Club, Brussels. Miss Seoman, a Belgian girl, is a secretary at the club, was named Miss Canada at the opening.

(Official RCAF Photograph)

DECORATIONS

BARS TO DFC
G/C Robert Steele Turnbull, DFC, AFC, DFM, Govan, Sask., pilot; S/L Reynold Norman Quinn, DFC, navigator; F/L Joseph Alcide Yvon Cote, DFC, pilot; F/L George Henderson Laing, DFC, pilot; F/L Linton Wilson Queale, DFC, navigator; F/L Reginald Arthur Swartz, bomb almer; P/O Clarence Bentley Sutherland, DFC, air gunner.

DFCs
F/I Alexander Foch Halcrow, Penticton, B.C., pilot; F/L William John Anderson, pilot; F/O James Llewellyn Allan, pilot (since deceased); F/L Vincent Coleman, Dohaney, pilot; F/L George Ernest Arthur Hardy, pilot; F/O Thomas Ross Wheeler, Toronto, pilot; S/L Gerard John James Edwards, pilot; S/L Nathan Crawford, navigator; S/L Robert Alastair Jack, pilot; S/L Gordon Martin Hovey, pilot; S/L Maxwell Larson, pilot; S/L Maxwell Samuel Strange, DSO, pilot; F/L Ronald Amos Anderson, pilot; F/L Marcel Alcide Joseph Beaudoin, navigator; F/L Frederick Blair Bradshaw, navigator; F/L Lewis Bransby-Burnand, pilot; F/L Robert Davison Christie, navigator; F/L John Murray Faulder, pilot; F/L Aaron Glustien, navigator; F/L Ernest Gordon Gray, gunner; F/L Francis Edward Lynch, pilot; F/L Harold Murray Smith, pilot; F/L William Albert Trow, navigator; F/L William Jacob Louis Weicker, pilot; F/L Thomas Edgar Craig Ainslie, pilot; F/L David Reid Brown, pilot; F/L John Francis Corrigan, navigator; F/L Malvin Douglas Chisholm, pilot; F/L George Laughlin Craig, pilot; F/L John Owen Dundas, pilot; F/L Victor Thomas Fowler, navigator; F/L Henry John Fritz, pilot; F/L Gordon Lloyd Gonyon, pilot; F/L Roger Wilson Hiscott, navigator; F/L Frederick Ernest Keighley, navigator; F/L William Wilson Kelly, pilot; F/L Gordon Melville Lockie, air bomber; F/L Clyde Charles Magee, pilot; F/L Norman Graeme MacLeod, pilot; F/L Harold Chapman McVicar, pilot; F/L Clifford Wright Nevins, flight engineer; F/L James Alfred Partridge, pilot; F/L Carl Cooper Puterbaugh, pilot; F/L Joseph Gaetan Marcel Eugene Resimbald, navigator.

F/O Donald Albert Adams, navigator; F/O Harold Frederick Arnold, pilot; F/O Robert Bamford, air bomber; F/O Ronald Kitchener Banister, navigator; F/O Reginald Victor Macaulay Barnett, navigator; F/O George Gordon Barton, pilot; F/O Charles Erickson Bennett, pilot; F/O Robert Cottingham Bennet, pilot; F/O Harry George Billingsley, navigator; F/O Kenneth Eric Bly, air bomber; F/O John Robert Bower-Binns, navigator; F/O Alan Grant Brown, air bomber; F/O William James Brown, Pilot; F/O Hugh Henry Campbell, air bomber; F/O Robert Keith Card, pilot; F/O Weston Peter Casey, pilot; F/O Harold Edward Damgaard, pilot; F/O Everett Saunders De Bow, pilot; F/O Norman Wilfred Emmott, navigator; F/O Emil Eysjolfson, pilot; F/O William Innes Penton, pilot; F/O Jack Fowe Ferris, navigator; F/O Abraham Nathan Ferstman, navigator; F/O Bernard Frankel, air bomber; F/O Kenneth Roland Fulton, navigator; F/O John Alexander Galbraith, pilot; F/O Lloyd James Galbraith, pilot; F/O Robert Muir Galpin, pilot; F/O Ian Craig Grant, air bomber; F/O Wallace Gilbert Gray, navigator; F/O Robert Anthony Grimes, air bomber; F/O Harold Bernard Guilfoyle, pilot; F/O Terrence Smyth Hall, navigator; F/O Herbert Douglas Halladay, flight engineer; F/O John Dickson Hamilton, air bomber; F/O Harold Hugh Hammond, navigator; F/O Riley Winston Knight, Hea, gunner; F/O Thomas Healey, air bomber; F/O Toney Horbul, air bomber; F/O Laurence George Hughes, gunner; F/O Bruce Johnston, pilot; F/O Hugh John Humphrey, navigator; F/O Henry Jackson, gunner; F/O Frank Gustav Kuebler, air bomber; F/O Henry Waldemar Lehti, air bomber; F/O James Donald Linklater, pilot.

F/O John Archibald Wilding (since deceased), New York City; F/O Donald Boyd Freeborn, pilot; W/O Ernest Bell Hudson, gunner; F/O Glen Carson McKay, pilot; F/O Roland Waldo Mackenzie, pilot; F/O Harold Ernest McKinley, pilot; F/O Ewart Vernon MacLain, navigator; F/O Gordon Andrew McNamee, air bomber; F/O William Joseph Madder, flight engineer; F/O Joseph Charles Copeland Foley, navigator; F/O Julian Donaldson Mears, navigator; F/O William Henry Novick, pilot; F/O John Francis O'Gorman, air bomber; F/O Archibald Thomas Paton, navigator; F/O Lloyd Wilson Patten, pilot; F/O David Murray Peden, pilot; F/O Lauritz Melburn Pederson, pilot; F/O Joseph Ivan Pelletier, gunner; F/O Lazar Peters, navigator; F/O Arthur Harold Phillips, navigator; F/O Ralph Maxwell Potts, air bomber; F/O Austin Samuel Quinlan, pilot; F/O William Ernest Riome, navigator; F/O Frederick Florent Salt, navigator; F/O Glendon Roland Scott, gunner; F/O William Clement Shields, Timmins, Ont., navigator; F/O Victor Eugene Smith, pilot; F/O Arthur Joseph Sobotin, navigator; F/O Leslie Spruston, Pilot; F/O John William Strath, pilot; F/O Valentine Courtenay Sunstrum, navigator; F/O Elmer Franklin Taylor, flight engineer; F/O Victor Allen Christian Thygesen, pilot; F/O Michael Richard Tidy, pilot; F/O Grant Cowan Tynan, navigator; F/O David Ugerman, air bomber; F/O Reginald Seward Watt, pilot; F/O Gordon William Webb, pilot; F/O Daniel Sarsfield Whitelaw, air bomber; F/O Oscar Eitel Willner, navigator; F/O Jack Quenton Wood, pilot; F/O William Gordon Wright, pilot; F/O Russell Spencer Earl, pilot.

AIRMEN HOLIDAY IN GARDEN SPOT

India.—Leave centre for many RCAF flyers serving here is the garden capital of the country's fairyland, Mysore City. With members of other armed forces, Canadians have been entertained by His Highness Sir Jayachamaraja Wadiyar Badhur, wealthy Maharaja of the independent state of Mysore in southern India.

If they are in luck, and there is a procession in the city during their stay, Canadians will see diamond studded Royal elephants. F/O Bill Roy, Ottawa, was one of the lucky ones, and also the only European to witness a procession through the Royal Courtyard in commemoration of the birth of Krishna, Hindu prophet and champion of the poor.

The Maharaja's personal guard and band paraded along with seven sacred cows, all lavishly robed. Two of the cows were snow white and hitched together as a team. Around their horns were garlands of flowers, and around their necks hung chains of gold.

When Canadians visit Mysore City they always tour the Maharaja's horae stables. The buildings once housed some of the finest racers in India, but these have been disposed of since the outbreak of war. There are still many riders, coach horses and work horses, but most beautiful of all are the snow white sacred horses which bow at the appearance of a man in uniform. Service men are also shown the elaborate royal harness, studded in silver and gold, and used only for State occasions.

THIS is the symbol of Imperial Chemical Industries, the great British chemical company known familiarly throughout the world by its initials "I.C.I."

I.C.I. is the largest producer of heavy chemicals, dyestuffs and organic chemicals in the British Empire. The number of its products is legion and its sales organisation world-wide. The I.C.I. policy of long range research keeps the corporation ahead of competition and leads to the great discoveries which benefit mankind. Its symbol stands for the best that chemical industry can produce.

IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1

Boogie Band Gives Solid Despite Lack of Ivories

Holland.—From the dust of Normandy to the wading pools of Holland; in barns, on the backs of three-ton trucks, in tents and wooden huts, the local chapter of the RCAF's unofficial "Directorate of Jive" has improved steadily. And without the aid of a piano.

NEW SPITFIRE CHIEFS NAMED

A top-ranking Spitfire fighter-bomber squadron in a Canadian wing in Holland has had its official crest and name of Ram approved by King George VI. Another leading squadron in the same wing has officially become known as the Falcon squadron upon receipt of a scroll bearing the unit's new crest and also approved by the King.

The Ram squadron now commanded by S/L Hedley Everard, DFC, Timmins, Ont., was formerly led by S/L R. E. A. Smith, DFC and Bar, Regina.

The Falcons have a brilliant record as part of the wing, not only in its primary job of destroying German planes, but also in knocking out enemy rail and road transport by strafing and inflicting cuts on rail lines with dive-bombing attacks.

S/L Smith was honored recently by his squadron mates with a party and presentation on completion of his second operational tour. His successor, S/L Everard, is a veteran of the Far East, the Desert, Sicily and Italy.

S/L Dean H. Dover, DFC and Bar, Toronto, heads the Falcons. Both squadrons are with the wing commanded jointly by G/C J. R. McGregor, OBE, DFC, and W/C Dal Russell, DSO, DFC and Bar, both of Montreal.

TIGHTWAD CHAMPS

Personnel of the Goose and Thunderbird squadrons are making records on the ground as well as in the air. Latest laurel is the salvage drive under F/O P. Nicholson, RAF, fire and salvage officer, which brought the station an honorable mention for their part in the campaign covering all of Bomber Command. More than 58,883 units, from pins to obsolete aircraft, were collected by the station in October, and turned back to war industries.

Do your teeth complete your charm?

the answers on the tip of your tongue

Use Pepsodent. Then feel with your tongue how its super-cleansing Irium has flushed stain-collecting film away.

1/3 & 2/2. Also made in powder form.



A desperate struggle for survival against a persistent enemy nightfighter in the brilliant moonlit skies over Germany was finally won, due in the main to the evasive action taken by the skipper, F/L Ernie Huribut, Fort Saskatchewan, Alta. In spite of a knock-out gun turret, a blazing petrol tank and damaged navigation instruments, they beat off the Hun and reached an emergency field safely.

Followed by searchlights and flak belts all the way from Brunswick, a Lanc in which P/O G. H. Kendall, St. James, Man., was navigator, was saved only by their arrival at the coast. Pinned by the giant beams at 25,000 feet, they wiggled frantically to get away, diving, twisting and turning. Enemy fighters attacked them three times but missed in the blinding glare.

Attacked by an enemy nightfighter only once in more than 40 operational trips against European targets, AGs of an RAF Lanc flown by F/L W. T. Gee, DFC, Montreal, shot down their single adversary, an Me410. On one occasion, Gee's aircraft was hit by flak, which knocked out an engine and punctured a tire, but the Montrealer brought the kite in for a safe landing. Only other Canuck in the crew was bomb-aimer P/O John H. Maxwell, Victoria.

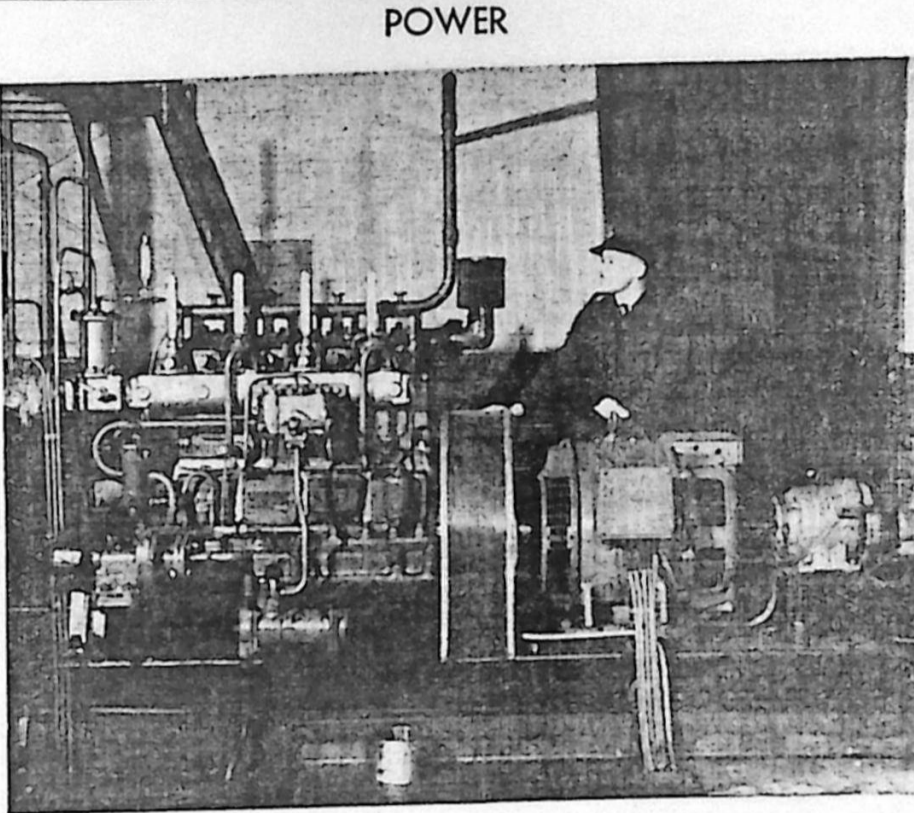
In their first brush with an enemy nightfighter, two RCAF AGs, F/O W. G. Hill, Toronto and Milton, Ont., and F/O Lee Kendall, Montreal, drove off a jet-propelled aircraft. Also from Montreal was Sgt. Earl Carney, bomb-aimer aboard the Lancaster. "Lee and I opened up before he could get us lined up," said Hill, a former discip. "He peeled off and went into the clouds, where we lost sight of him."

F/O K. M. Rønder, Hartney, Man., dropped seven tons of explosive on the Dortmund-Ems canal from only 200 feet, the heaviest bomb load his Lancaster had ever been asked to carry. With one probable to his credit, F/S Basil Woloshen, Winnipeg AG, has been screened on completion of a tour. Also with a completed tour under his belt is F/S W. J. Macpherson, Windsor, Ont.

In a few more than 10 bombing trips with an RAF Lanc squadron, F/O Terry Phelan, Toronto pilot, and his mid-upper gunner, F/S J. Davey, St. Catharines, Ont., have been chased by enemy fighters three times and holed by flak in a daylight operation against Hamburg. They took part in the attack on the Dortmund-Ems canal and the blow at Munich when the new British factory busters were used for the first time against a German city.

F/O J. H. F. Aley, Vancouver bomb-aimer, was the only Canadian aboard a Lancaster which slugged it out with an enemy nightfighter above Stettin. The RAF bomber sent the enemy earthward in flames and barely managed to reach England on two engines. "We had dropped our bombs only three minutes before," said Aley, now screened from further operations, "when the Hun whipped in fast and opened up. Our gunners saw him at the same time and shot almost simultaneously. Other aircraft who witnessed the battle saw him go down and explode."

On a routine photographic exercise over the Indian Ocean, a Catalina crew flew over what they believed to be an uninhabited island. One of the four Canadians thought he spotted some movement, so they went down for a closer inspection. He was right, for they saw a group of whites, Chinese and natives, all survivors of a sunken ship. A message was flashed to base, then they cruised about until help arrived. The watchful crew was F/L Eddie Lawrence, Ottawa, F/O Doug Lyall, Halifax, W/O Bryan Foreman, Penticton, B.C., and F/S Bob Husing, Timmins, Ont.



This power plant is part of the equipment of a wireless station at RCAF Bomber Group. It's not the main source of power, just the emergency installation. S/L B. H. Beck, a permanent force man since 1934, checks the plant to make sure it's ready to go into action within a few seconds if the need arises. (Official RCAF Photographs.)

HEADQUARTERS

Veterans Going Back

Some of those old familiar faces that have been kicking around for a few years are no longer with us. Some might say that one of those faces always seemed a bit too familiar, but Mike Dolgy was never one to admit that his charm was never able to overcome the exigencies of his task as super-snoop. Leaving, he invited everyone to his farewell party. He's throwing it in Montreal.

"Ici et La"

Le sous-officier breveté de première classe Louis Coallier, de Contrecoeur, après un séjour d'une semaine à Paris, et sur le continent depuis l'invasion, est rentré ces jours-ci en Angleterre, et doit rentrer au pays avant peu. Coallier, jadis chef des armuriers de l'escadrille "Alouette," est outremer depuis maintenant cinq ans.

Le sergent de section Marcel Arsenault, originaire de Bonaventure et mitrailleur-arrière aux Alouettes, est enchanté d'avoir terminé son premier tour d'opérations. Dans le CARC depuis le mois de mars 1943, il sert outremer depuis le mois de décembre de la même année. Son camarade de vol était un Franco-américain, l'officier-pilote Harvey Gauthier, mitrailleur dorsal.

Le lieutenant de section Yvon Côté, DFC avec agrafe, et le chef d'escadrille Maurice Laplante, OMI, étaient de passage à Londres ces jours derniers. Le pilote Côté est en congé illimité après son premier tour d'opérations, tandis que le père Laplante doit rentrer bientôt faire les préparatifs des fêtes à son unité.

Après quatre ans et huit mois dans tous les coins du Canada avec le CARC, le caporal Walter Morrissette d'Ottawa est outremer depuis quelque temps. Il espère revoir son frère Lucien, avec le corps des magasins militaires en Italie, et autrefois de Radio-Canada.

Le sergent de section Jean Cauchy de Lévis est un des derniers pilotes arrivés à l'escadrille Alouette. L'autre soir à titre de pilote de relève, il accomplissait sa première sorte dans la Ruhr. "Je n'ai pas eu peur du tout, n-t-il remarqué en atterrissant, et j'en suis bien content, car cela me donne confiance pour le reste du tour."

Continuant la tradition, deux autres officiers de l'armée ont visité dernièrement l'unité des Hiboux Blancs et des Alouettes: la major André Lizotte de Québec, qui appartient au Régiment de Hull, était accompagné du capitaine William Sutherland, de Winnipeg.

FLIGHT COMMANDER With 23 sorties to his credit, Dan Boyle, Toronto, has recently been appointed a flight commander with the Bluenose squadron and promoted to the rank of squadron leader.

POWER

Women's Division

Among a draft of airwomen recently arrived from Canada there is one, LAW Monica MacKinnon, of Moosomin, Sask. When she, together with her sisters-in-blue, first entered the Mess at PRC Monica casually sat down to dinner. Right across the table was her brother, Lawrence, a WAG, whom she hadn't seen for nearly three years and whose whereabouts were unknown to her. Such a pleasant surprise for both of them.

Monica's cousin, Sgt. Margaret MacKinnon, also from Moosomin, has had a rather unusual experience as well. Intending to surprise both herself and her comrades at work, Sgt. "Mac" arose bright and early one morning last week, went through the usual routine of ablutions, button shining, shoe polishing and tea-making. Just then she decided to wake the other members of the household, and discovered, much to her consternation and their dismay, that it was only two o'clock in the morning. She drank the tea, anyway!

Sgt. Louise MacBride, Victoria, has an extra twinkle in her eyes, and beams all over the place these days. In case you're interested, we think the sparkling diamond she just began wearing on her left hand accounts for her joy.

Basketball

Basketball went by the boards on Monday, but last Wednesday produced another debacle as P. & A. Reg. walloped LIF's entry 45-13. They ran the short-handed and paunchy LIF five into the floor in the first quarter, and in the last half scored almost at will.

Driedger led the winners with 14. Black contributed 11 points and Davis and Gibbs racked up 11 each. McKibbin nipped three buckets for the losers.

In the second game, Records squeezed out a 29-26 win over APA Team 2 with a third quarter splurge. Spanier and Davies tallied 10 each for the winners and Kane topped the losing club with another 10 points.

The dance on December 20 should be a terrific affair if the kids join in the fun that the committee has planned. Most of it is secret, but it should be the classic crawl of the season. Place: Seymour Hall. Time: from 7 p.m.

Binge, bridge and darts get the go-by this week, and will continue to do so until after the festive season is completed.

EMPIRE TEAM STARTS SECOND WITH COUGARS

France.—A Canadian night-fighter pilot and his British navigator, flying together from Britain, the Middle East and North Africa, and shooting down three enemy kites at night, have returned for their second tour with the RCAF Cougar squadron.

The pilot is F/O Paul Park, Simcoe, Ont., and the navigator is P/O W. Rumboldt, Wilton, England. They started operations together in the Lynx squadron, then went to the Middle East with a RAF unit, and followed the big push across the desert, flying Beaufighters. In one night over Algiers, they bagged a He111 and a Ju88, then several months later added another He111 to their score, when they shot it down over Tripoli.

VETERANS GET WAR BENEFITS

Figures released recently by the Department of Veterans Affairs showed that during the month of October, 2,353 men and women of this war received benefits under the post-discharge re-establishment order.

During this period, 14,262 jobs were found for veterans, of which 10,973 went to veterans of this war and 3,229 to ex-servicemen of the last war. As the army discharged only 3,931 during October, this indicates that national selective service, in co-operation with the Department of Veterans Affairs, is more than keeping pace with discharges.

Of the 2,353 benefits paid during the month, only 301 of these were grants to unemployed veterans for whom no suitable work was available. Only 157 of these grants were still in effect at the end of the month.

Also in effect at the end of October were 259 grants for veterans awaiting returns from farms or businesses, 53 for temporarily incapacitated, 1,458 for ex-servicemen and women taking vocational training, and 349 receiving maintenance grants while continuing higher education.

A total of \$113,961.41 was paid in benefits to ex-servicemen and women under the post discharge re-establishment order, during the month. Of this total, \$83,669.20 was paid to veterans taking vocational training or higher education.

BC HOUSE HEARS NEWS OF POW'S

Recent letters from West Coast prisoners of war received by the British Columbia House in London reflect the optimism of these airmen and the hope that they will soon be seeing the freedom for which they have been waiting so long.

F/O W. R. Glen, Vancouver, writes in part: "Assure the folks at home that all of us here are looking forward to being with them once again at an early date." A letter from W/O R. S. Walters, Kelowna, expresses particular interest in the rehabilitation schemes. He adds, "We had the biggest crowd ever at our last Canada Club meeting."

From Sgt. W. J. H. Perry, Nanaimo, comes this: "Many thanks for books, instruments and cigarettes received. Best regards to all in Canada."

NAVIGATION OFFICER

With two operational tours behind him, including seven sorties to the German capital of Berlin, S/L G. B. Ellwood, DSO, DFC, Portage la Prairie, Man., has been appointed navigation officer at the station from which the Tiger and Porcupine squadrons operate in England.

CITY OF EDMONTON

Five Pack for Home

First ground crew to join the City of Edmonton squadron are packing their kits for home. The fivesome leaving for Canada shortly include Cpl. Wilf Chapman, Kirkland Lake, Ont.; Cpl. Alf Davidson, Vancouver; Cpl. Archie Huckle, Victoria; Sgt. Larry Mainwaring, Victoria, and Cpl. Austin Bears, Moncton. They are the first to leave the unit under the three-year repat. scheme.

Likes England

Mainwaring said he had grown to like England, but would like it more if it had some decent weather. But he's wondering what his boy looks like. He hasn't seen him since he was 18 months' old.

Chapman was a radio-servicing man back in Kirkland Lake. He plans to prepare himself for university, where he hopes to study electronic engineering. Shakiest experience in his over-

seas service happened one night when six FWs. shot up the drome while he was on duty. That was in the early stages of the war, when the Luftwaffe had plenty of sting for offensive and intruder sweeps.

All five confessed to a pet-ambition when they reach Canada. Huckle yearned for a double-sized banana split, Davidson some deep apple pie à la mode, and Chapman for steak and onions.

By Appointment to



H. M. King George VI.

Established 1785.

Gieves LIMITED

are prepared to outfit Officers of the Royal Canadian Air Force with Uniforms at the shortest notice.

Outfitters to the Royal Navy and Royal Air Force

Branches:—

- PORTSMOUTH • PLYMOUTH • CHATHAM • LIVERPOOL
- SOUTHAMPTON • WEYMOUTH • BATH • HOVE
- NEWCASTLE • BLACKPOOL • NETHERAVON • THURSO
- GLASGOW • EDINBURGH • GIBRALTAR • MALTA
- ALEXANDRIA • KILINDINI

80, PICCADILLY, LONDON, W.1

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

RHEUMATISM

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



SLOAN'S Liniment Kills Pain

BEAVER BASE

Streamliners Give Out

Big musical event of the week was the R.C.A.F. Streamliners Band and swingtette. They gave out at a gala dance in the Base Section NAAFI which attracted large numbers of all ranks anxious to get some jiving in.

Swing and Sway

Members of the gentler sex swinging and swaying included S/Os Louise Leclair and C. M. McInnis, Wtd. Sgt. Patti Secombe and Beverley Lye, who departed for Ireland to recuperate the next day, and LAWA Marge Davies, Dannie Bushell, Alice Tillotson, Cpls. Ida Smith and Ursula Bainbridge.

The orchestra's swingtette section augmented their show with another hot music session in the sergeant's mess which gained high appreciation from such jive devotees as Sgt. Mel Clarke, "Smookey" Nichols, "Pranger" and Cliff Worth, Tommy Plunkett and "Mel" Melsted. It is understood that Mess President F/S Jim Reilly is seriously considering an offer from the band to unpack his harp and join the organization.

Popular local pastime these past few weeks on all three stations in the Base is roller skating to music. From gold braids down to erka, personnel are cavorting around the hangar floors to the accompaniment of popular music, two nights weekly. One interesting development as a result of this new craze is the revelation by the NAAFI manager that sales of liniment, astrinents and other healing potions have reached record proportions.

Happy Girl

Happiest girl on the Base this week is Wtd Sgt. Zella Clark. Reason, her husband, F/O Syd Clark, has been in on a week's visit from Ireland.

Another welcome visitor back this week is F/S Don Cook, the Manitoulin kid. Recovering successfully from his prang of several months back, Don now is walking without crutches, and expects to be "fully operational" soon. Don is leaving for Scotland for a spot of vacationing.

Absent from the lounge of the Base station Sergeant's Mess these days is the one and only W/O Frank Daly, who has been transferred to another station in the base. Prior to his departure he acquired membership with bar, in the Mess Lounge Lizard Club, a rare honour reserved for those who, after tea, have remained in the Mess for breakfast the following morning on two nights in any one week. Other notables qualifying for this distinction were F/S "Hap" Sharpe, Sgt. Wally Wilkins and Tommy Plunkett.

-Sgt. R. J. Gunn.

COUGAR FLIER FINDS THIRD THEATRE COLD

France.—Serving in his third theatre of war—and finding it decidedly colder—F/O L. C. Ripley, River Phillips, N.S., has started on his second tour of nightflying, this time with the RCAF Cougar squadron.

Ripley, who has three Germans destroyed and one damaged to his credit, put in his first tour with a RAF Beaufighter squadron based in Malta and later in Sicily. Operating from the George Cross Island, he accounted for a He111 and a Ju88. From Sicily he shot down another Ju88 and damaged a third.

WE SPECIALIZE in those extra touches CANADIANS DEMAND in their

OFFICERS' UNIFORMS

Located within 200 yards of

R.C.A.F.

HEADQUARTERS

Our 30 Years of Tailoring Experience is at your disposal.

W. T. KING

TAILOR.

105, HIGH HOLBORN,

W.C.1 Phone: CHA 7784.

Tour Talk

New gunnery instructor at a heavy con unit of Bomber Group, F/O Gordon Ker, Victoria and Vancouver, has completed a tour. Flying with the Ghost squadron, he was piloted by F/L G. G. Sutherland, DFC, DFM, and later by F/O F. Judlesch, Victoria.

Going back on to ops for a second tour, F/O J. R. Price, Indian Head, Sask., did his first with the Goosemen. Between them, he did instruction work at a heavy con unit, then went home to Canada for leave, where he was married. Now back in Britain, he is flying with the Ghost squadron.

Navigator with the Lion squadron, P/O Gordon Herring, Lennoxville, Que., has done his first tour and is now instructing at a Canadian heavy con unit. Eligible for membership with the Caterpillars, Herring made a jump from 12,000 feet over Britain.

Returning from a Berlin trip, a Porcupine squadron Halifax was badly shot up by a Ju88. In spite of a knocked-out engine, a/s rudder controls and holed petrol tanks, P/O J. E. Mitchell, DFC, Saskatoon, made the English coast. With petrol exhausted, the crew was forced to hit the silk. Mitchell has finished his first tour.

Gunnery instructor with a heavy con unit, F/O D. M. McArter, St. Catharines, Ont., has been screened from ops on completion of a tour. He flew with both the Goose and Iroquois squadrons, making attacks on many industrial cities of Germany.

Commencing his tour on Wellingtons, flying from North Africa in support of the invasion of Italy, and completing it on Halifaxes of the Snowy Owl squadron, F/O J. G. Nowazek, DFC, Flin Flon, Man. navigator, has now been screened from further ops. While with the Snowy Owls, he was piloted by F/L Eddie Alberta, DFC, Melville, Sask.

Snowy Owl AG, P/O C. O. Springsstein, Merid, Sask., is instructing at a Canadian Bomber Group heavy con unit on completion of his first tour. Flying with him in their Halifax was navigator P/O W. H. Wood, Edmonton.

Never having an opportunity to fire his guns even though taking part in the heavy raids leading up to D-Day, F/O W. L. Kunkel, Cargill, Ont., AG with the Bluenose squadron, has finished a tour. On each of the first six pre-invasion trips to rail and flying bomb targets, one engine was knocked out by flak.

Winding up his first tour shortly after D-Day, Lion squadron AG P/O N. R. McCaffrey, Hamilton, Ont., is now serving with a heavy con unit. He and his all-English crew concentrated their attacks on German and French targets, including VI bases.

Navigator with the Leaside squadron, P/O Doug. McLeod's aircraft ran short of petrol after an enemy attack over Stuttgart. Forced to glide the last eight miles to base, W/C A. D. R. Lowe, DFC, Calgary, managed to land safely. Lowe is now chief instructor at the unit to which the Orilla navigator was posted at the end of his tour.

Taking part in many raids on the industrial Ruhr, Berlin and railway yards of France, Moose squadron AG, F/O F. C. Child, Weirdale, Sask., has ended a tour and is now instructing at a Canadian Bomber Group heavy con unit.

Just one year after his arrival overseas, F/O Lance C. Benson, a Saskatchewan man, is making the homeward trip to Canada, having finished a tour with the Leaside squadron. On a sortie to a well-defended synthetic oil

MIDNIGHT OIL



In the important and exacting post of photo-interpretation officer at RCAF Bomber Group headquarters, S/O Mary F. Slattery, Toronto, is called upon to spend many hours poring over photos of enemy targets after group heavies have visited them.

(Official RCAF Photograph)

BLUENOSE BLAST

Julia Makes the Rounds

A much-harassed adjutant laid claim to a few additional grey hairs on a recent rainy Sunday afternoon when his deliberations were interrupted by a husky voice demanding more leave. The adj was badly shaken when his negative reply was met with a loud and healthy "baa." Further investigation over the edge of F/L Jack Hallett's desk revealed that such insolence came from a neighboring farmer's goat which had dropped in for a little chat with the boys over a cup of tea.

Bomber Group HQ

At the beginning of last week we had a return visit from the Blackouts. A three-night run saw the hall well-filled each time. Earlier we had a visit from the Streamliners band. The floor was crowded and a good time was had by all.

Roller skating is proving most popular around here and twice or three times a week sees the enthusiasts signing out skates from the "Y" and piling into a bus. No broken bones have been reported as yet but several bruised shins are in evidence.

The basketball team did not do so well, but they had an excuse. Several of the players had donated their pint of blood that morning and one had a very bad cold. Missing from the team this week was S/L W. M. Stephen.

The Mobile Blood-Transfusion unit was here this week, and Wednesday morning saw personnel of this unit filing into the recreation hall in a steady stream. Sgt. Harry Price was busy dashing around taking pictures. Distributing hot tea to the donors was LAW Ansell, who later gave her pint.

-LAW U. M. Lewis.

WINDSOR MAN VISITS CANADA AS RAF TYPE

Belgium.—F/S C. G. Stevenson, Windsor, Ont., was studying in England when war broke out. He was unable to return to Canada, so joined the RAF. With the RAF he was sent to Canada for his pilot training, winning his wings at Medicine Hat in August of last year.

Stevenson is now back in the U.K. with the RCAF Spitfire squadron commanded by S/L A. H. Sager, Vancouver.

OCEAN RECORD

A Canadian-built Mosquito has set a new Atlantic crossing record, making the 2,230-mile trip from Goose airfield in Labrador in six hours, eight minutes. Navigated by civilian Jean P. Lagodec, Montreal, the aircraft maintained an average speed of six miles a minute.

plant in the Ruhr, the second trip of his career, his bomber was punctured by some 50 flak holes.

Screened from operational flying after a tour with the RCAF, F/O Walter Holyk, Revelstoke, B.C., navigator, is now instructing at a heavy con unit at a Canadian Bomber Group. He was a member of a Lancaster crew.



RADIO ROUND-UP

Since landing in Britain four years ago, F/O R. L. G. Anderson, Oshawa Ont., radio officer with an RAF Lanc squadron, has flown more than 800 hours, testing equipment and instructing air crew in its use. He hasn't wings, but he's taking air crew chances.

On a training trip over France, two of the four bombers taking part were shot down. On another mission, he crashed on take-off, the leading edge of one wing giving way and the aircraft jumping a house at the end of the runway.

F/O W. Stinson, Port Arthur, Ont., returned to England a few days back after more than two years in the Med. theatre. He took a fast look at London, and then headed north to see his brother Gordon, a pilot with RCAF Bomber group. This will be their first meeting since the side of the Atlantic as he was in Africa when Gord arrived in the UK.

He went to Africa as a LAC radio man, and has been with the Allied armies in Africa and Italy. He picked up his Pat top in Algiers, and added his second ring while breezing through Rome.

In Africa and Italy he met several radio wallahs he knew back at Manitoba University in the summer of 1911, and with whom he came overseas. Before leaving Italy to come back to England he saw Cpl. Lloyd Ackerman, Fort William.

Incidentally, Stinson is bound for home, and expects to see the Lakehead long before the snow goes.

CEYLON

Radio officer F/L Hugh Pritchard, Toronto, had completed six years of a seven year theology course at the U of T then he enlisted in the RCAF. Today he is OC of an Air Ministry station here, but he plans to continue his studies when the war is over and then enter the ministry.

Pritchard's station obtains its supplies by means of a ferry, but on occasions, when the ferry refuses to function, the boys have to swim for their supper. When regular padras are not available, Pritchard holds services for the airmen in tents and coconut palm straw huts.

"The Far Eastern war theatre is badly in need of more padras," said the CO. "Those who come should be young and tough and able to stand the climate. They should be willing to train with the men and move wherever war takes soldiers."

Info Room Stirs Interest Among Post-War Planners

Education has become an important factor in life at a Canadian air crew school judging from the interest of airmen in a wide variety of courses, in current events, and in weekly lectures arranged by F/L C. B. Elliot, New Westminster, B.C., educational officer.

Rooms where the educational staff are established are crowded and extensive use is made of an information room where a stock of official publications, pamphlets and periodicals enable the men to keep in touch with Canadian and world affairs. There is tremendous interest, too, in the problems of rehabilitation.

Correspondence courses are arranged for men and a wealth of textbooks enables personnel to get down to work before the more advanced courses come through.

Nine men are taking piano

lessons from LAC Walter Thompson, Simcoe, Ont. Five WAAF who are married to French-speaking Canadians are studying French and other WAAF are learning shorthand, leatherwork and mothercraft.

The weekly lectures by men with special knowledge and experience are popular. Recently Lt. Col. Rhys Davies, DSO and two bars, formerly with the British Embassy in Tokyo, spoke to two crowded halls connected by loudspeakers. Short leave courses at British universities are arranged for the men by F/L Elliot.



GUARD YOUR TEETH.. Night & Morning

The only way to keep your teeth safe from acid is by regular cleansing. Every night and every morning clean your teeth thoroughly with Phillips' Dental Magnesia. This is the one toothpaste which contains "Milk of Magnesia," recommended by dentists to combat acid in the mouth. Get a tube of Phillips' Dental Magnesia from your N.A.A.F.I. Canteen and make sure to use it—night and morning.



*'Milk of Magnesia' is the trade mark of Phillips' preparation of magnesia.

'FAIR DO'S'

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



Through Wholesale Trade only W. R. SWANN & CO. LTD. SHEFFIELD

ARMORERS LOAD BEAVER ARMADA

Surrounded by "saps," the armament crews of the Beaver Base have little time for joking. "Sap" is air-force language for semi-armor-piercing bombs, destructive little missiles weighing from 250 to 1,000 pounds.

Under the command of S/L Arthur Roth, London, Ont., base armament officer, the armorers are charged with equipping the sky armadas with the weapons of offence and defence, from bullets to blockbusters.

By day and by night these lads are at their ticklish job. Immediately a signal is received to prepare for an operation they are first on the job, many hours before take-off time. From four to six tons of bombs, HE bombs, the Lancasters and Halifaxes are loaded.

At least 18 types of bombs are handled by the armorers for general raids. These include one ton high capacity, 1,000-pound incendiary, 1,000 medium capacity, 1,000 and 2,000 semi-armor piercing, 30-pound jet type incendiary bombs.

PROMOTION

Promotion to the rank of wing commander and appointment to the post of officer commanding the Demon squadron has recently been announced for K. C. Wilson, Perth, Ont. He succeeds W/C R. A. Ashman, Winnipeg. Other Canadian members of Wilson's crew include F/O L. J. Harwood, Toronto, and W/O G. W. Forrest, Ottawa.

THE GHOST TALKS

Two Crews End Tours

Two screened crews head this week's list of guff. Skippers of the crews are F/L A. J. Carter, DFC, Regina, and F/O W. W. Tynan, Vancouver. A former gunnery leader now with a heavy conversion unit, F/L G. W. Falton, DFC, Vancouver, dropped by to bat the breeze with the boys during a recent visit. Patton's old job is being handled by F/L J. H. Lawson, Vancouver.

Take His Number

"If he came any closer I could have taken his number and reported him," said F/S C. A. Crichton, Moose Jaw, Sask., after a recent attack on a German target, when he almost brushed shoulders with a Nazi kite. P/O W. Pritchard, Homefield, Man., spent his wedding anniversary over a German target, hitting it twice in the same day. P/O C. R. Olsen, Winnipeg, WAG, and P/O G. W. A. Pearce, Ingersoll and Woodstock, Ont., were also in the line.

P/O B. Rakus, Blenheim, Ont., has the honor of being the first air-gunner in the heavy bomber group to shoot down a Jerry jet job. The fellows now call him "Jet" Rakus. F/O J. K. Gibson, Eustache, Que., is sporting a beautiful shiner. German ack-ack hit the perspex and hitting him in the face.

F/L K. I. Ellison, Montreal, recently had a shaky do on a take-off. Fully loaded and going hell-bent-for-leather down the runway, an engine cut. He carried on, an engine cut. He carried on, an engine cut. He carried on, an engine cut.

NEW GUNNERY LEADER TWIN TOUR VETERAN

F/L W. M. Lawrence, DFC, Staines, Middlesex, RAF, has been appointed Chief Gunnery Instructor at a heavy conversion unit of Canadian Bomber Group, on completion of his second tour as an air-gunner. During his first tour, Lawrence operated from Egypt, supporting the Allied armies in Greece and North Africa. Returning to Britain, he joined the RCAF Iroquois squadron. His pilot was G/C W. E. Newson, DFC and Bar, Victoria, B.C.

4TH VICTIM

Two Oshawa AGs of the Goose Squadron, F/Ss Tom Komanchuk and Ian Shutka, accounted for their fourth enemy fighter on the latest Duisburg attack. Just as they were leaving the target they saw a Ju88 preparing for attack.

"He was about 75 yards away," said Shutka, "and getting ready to let us have it. We saw our tracers enter his cockpit. He went up in the air, rolled over on his back, then fell down out of control."

GHOST MEN ON LAST DO GET DOWN FIRST

Canadian air crew tradition gives the crew completing a tour the privilege of making the first landing on return from ops.

This custom was upheld recently when Ghost squadron pilot, F/O Jack Carter, DFC, Regina, Sask., made a perfect landing on return from a synthetic oil target area in the Ruhr.

All other crews made way for Carter and his men to come into base. At interrogation he said he and his crew saw two huge oil explosions that burnt out quickly in one big puff over the target.

BISON SIGNALS BOSS FINISHES 2nd TOUR

With 4 1/2 years' service behind him in the RAF, F/L William Dobson, DFC, signals leader with the Bison squadron of the RCAF bomber group, recently completed his second tour on Halifax bombers. Although officially a member of the RAF, Dobson hails from Duncan, B.C. In his two tours as a wireless operator, he completed more than 40 sorties on enemy targets.

CANUCKS BAG GROUP'S 200TH

Two Ju88s Boost Total Of Nightmen Since Invasion Day

France.—The recent destruction of two Ju88s by W/O Edward Cole, Vancouver, and his navigator, F/O William Martin, Toronto, brought the total number of enemy aircraft shot down at night by Mosquitos of a TAF Group to 200 since D-Day. One Ju88 crashed on the Belgian-Dutch border and the other came down 30 minutes later over the German frontier.

The first night combats for the Nighthawk team came close to being their last when the wing of a Ju88 blew back and clipped off the nose of their Mosquito. The patrol ended with Cole and Martin walking away from a single engine landing and the Luftwaffe minus two nightfighters.

It was found two in the battle of nightfighters versus nightfighters, so far as the group is concerned. The first round was fought five nights earlier when two Mosquito crews from the same Canadian wing destroyed four Ju88s over Germany to bring the total to 198 down since D-Day.

CANADIANS FÊTED BY No. 5 DHQ PERSONNEL

The officers and airmen of No. 5 DHQ recently celebrated the approach of the Christmas season, when the staff played host to RCAF guests from a nearby RAF station, at a quiet dance in an historic English town. The music was supplied by an RCAF dance band. F/L A. G. Ley, Port Colborne, Ont., was MC for the affair, which was sponsored by YMCA Supervisor, Cam Craik, Saskatoon. The CO, S/L E. A. Desjardins, spoke a few words of appreciation for those arranging the entertainment.

FINISHES TOUR

Mid-upper gunner with the Bison squadron, F/O W. R. Ogilvie, Portage la Prairie, Man., has recently completed his first tour on Halifaxes. He has taken part in more than 30 missions, including trips to Bochum and Cologne.

NIGHTHAWK SQUADRON

Pilgrims Visit Vimy

Nighthawk groundcrew are proudly sporting Vimy badges, since the powers in the education office, F/L Smith and Sgt. Bob Wright, organised liberty runs to the famous Canadian memorial. The Vimy Memorial is a rendezvous for all Canadians and sooner or later that pal you did your square-bashing with turns up at the Canadian mecca. The pilgrimage to the inspiring monument is one experience that will linger long in the memories of the fellows who made the trip.

Posties Work

PILOTS POUND LAND TARGET

Belgium.—An RCAF Spitfire wing had a successful combined fighter sweep and reconnaissance into Germany recently in the vicinity west of a line between Rheims and Munster. No enemy aircraft were sighted but a mixed bag of ground targets were pounded with cannon and machine-gun fire.

In all, five trains, three horse-drawn vehicles, two petrol bowlers, four railway tank cars, one truck, two trailers, troops billets, factories, hangars and gun positions were hit.

S/L A. H. Sager, Vancouver, took his pilots down on some horse-drawn transport. "I fired at a Nazi nag," said Sager, "but due to icing on my windscreen I can't claim the animal as confirmed."

F/L E. S. Smith, Toronto, and F/O O. H. Lavers, Belleville, Ont., both of the Red Indian squadron, also took part in the attacks.

Squadron postmen, Cpl. Doug. Pike and LAC Dring, are busy as beavers these days. The first of the Yuletide mail is arriving and the posties are all but snowed under by an avalanche of parcels.

Unhappiest Joe in the squadron these days is LAC Jack Phillips. Jack is an enthusiastic basketball player, and would give anything to make the Nighthawk team, but his mammoth dog, size 14, prevent him from playing. The stores haven't any sneakers big enough for "Man Mountain."

In the R. & I. section, Fikada's Fusiliers are busy keeping the Hun's headaches in fighting trim. We note that G. Morgan, the Mimico Kid, is now 1/3 of a crew. Cpl. Lloyd Trusty reports that things are fine in Merrie England, after returning from short leave there.

The Tarmac Bus Lines, manned by Len Clements and Ron Hawkey, are doing a fine job of getting the boys to and from work. We're looking for fellows like Bud Crowder and Dick Hardin to spark the Nighthawks basket ball team to a few wins—howaboutit?

Black Rufe Finishes Tour With City of Sudbury Unit

Holland.—Black Rufe, a gallant old Mustang which fought and won many a good fight against long odds, has been honorably discharged from the RCAF. Men of the City of Sudbury squadron, who handled Black Rufe in the sky and on the ground, watched him take off recently for the last time and head westward.

Black Rufe is a Mustang I, forbear of an heroic strain, and there are not many of his breed left. Characteristically, he remained operationally fit to the last. The pilots—because they knew him best—called him N-Nuts, despite his advanced age, and it was their firm opinion that Black Rufe was probably the oldest, certainly the most dignified, Mustang in 2nd TAF.

They have lost track of how many engines Black Rufe wore out. The chief technical officer, S/L W. H. Shelgrove, Montreal, recalls that it was not easy at times to keep him flying.

That Black Rufe remained operational to the end is a matter in which his engine-fitter, LAC F. R. Barclay, Maidstone, Ont., and his airframe-rigger, LAC C. H. Bee, take deserved pride. These two gave Black Rufe the personal attention thoroughbreds require.

He had flown fighter sweeps from England when the invasion of Western Europe was nothing more than a blueprint on paper. Later his camera guns had mapped the corrugated coast of Normandy, fixed the position of Hitler's Atlantic Wall, photographed the guns, the radar stations and the underwater obstacles with which those beaches bristled.

When the beaches were stormed and held, Black Rufe became an all-seeing eye of the Army, and it was in this role that his career ended, as the

Wherever it is they send tour-expired fighter planes, these men hope his new handlers will not be patronising. For with 831 air hours in his log book, Black Rufe deserves better than that.

ENTERTAINMENT GUIDE

THEATRES

ALDWYCH, Tem. 6404. Evgs. 6.45. Mat. Wed., Sat. and Boxing Day 2.30. FIFTH SHEPARD presents TOMORROW THE WORLD. Robert Harris, Elizabeth Allan, Jean Cadell, David O'Brien. HIPPODROME. Oct. 12/22. Evenings 6.15. Mat. Weds., Thurs., Sat., Box. Day, 2.30. GEORGE BLACK'S New Musical JENNY JONES. PALLADIUM, Argyl St. Oct. 17/22. Twice Daily, 2.30 and 8.20. GEORGE BLACK'S HAPPY AND GLORIOUS with TOMMY THUNDER. PRINCE OF WALES THEATRE, Wbl. 6521. Twice Daily, 2.30 and 8.10. GEORGE BLACK'S STRIKE IT AGAIN with SID FIELDS. SAVOY, Tem. 8522. Evgs. 6.30. Mat. Wed., Sat. and Boxing Day, 2.30. FIFTH SHEPARD presents THE LAST OF MRS. CHEVNEY. JACK BUCHANAN, CORAL BROWNE.

LEICESTER SQ. THEATRE, Wbl. 5252. DONALD O'CONNOR, PEGGY RYAN, JACK OAKIE in THE MERRY MONAHANS (A) Comm. Monday, Dec. 18. Cont. Fr. 12.0. LONDON PAVILION, Ger. 2962. GEORGE SANDERS, LINDA DARNELL in SUMMER STORM (A) With ANNA LEE. 10 a.m. to 9.30 p.m. MARBLE ARCH PAVILION, May. 5112. MONTY WOOLLEY, JUNE HAVEN, DICK HAYMES. IRISH EYES ARE SMILING (U) (in Technicolor) Weekdays: continuous 11 to 10. Sundays: continuous 2.30 to 9. NEW GALLERY, Regent St. Wbl. 6900. PAUL MUNI and MERLE OBERON A SONG TO REMEMBER (A) (in Technicolor) Weekdays: continuous 11.15 to 9.45. Sundays: continuous from 3.30. NEW VICTORIA (G-B), Opp. Vic. Stn. MARIA MONTEZ, JON HALL, PETER COE GIPSY WILDCAT (U) (in Technicolor) Kansas City Kitty (U), News, Ac. Weekdays: continuous 11.45 to 9.45. Sundays: continuous 3.30 to 9. ODEON, Leicester Square, Wbl. 6111. GARY COOPER, TERESA WRIGHT FRANK MORGAN CASANOVA BROWN (A) Weekdays: 10.50, 1.5, 3.25, 5.40, 8.0. Sundays: 3.30, 6.15. PARAMOUNT, Eus. 4175, Tottenham Ct. Rd. FRANK SINATRA, GLORIA DE HAVEN STEP LIVELY (A) GAIL RUSSELL, CHARLES RUGGLES OUR HEARTS WERE YOUNG AND GAY (U) REGAL, Marble Arch, Padd. 6011. WESTERN APPROACHES (U) (Tech.) and SHE COULDN'T SAY NO (U) Daily at 12.0, 2.45, 5.25, 8.20. Sundays: 3.3, 7.5. TATLER TH, Charing Cross Rd. Ger. 4215. ANGLo-Soviet SEASON WE WILL COME BACK (A) (Russian Guerillas) Thrilling drama of Russian Civilians versus Nazi invaders. ARTURO TOSCANINI (U) Conducting music of Giuseppe Verdi. TIVOLI, Strand, Temple Bar 5525. GEORGE FORMBY HE SHOOTS TO CONQUER (U) ROBERTSON HARE, ELIZABETH ALLAN Music in Manhattan (A). (Weekdays only) Weekdays: continuous 12 to 9.45. Sundays: continuous from 3.30. WARNER, Leicester Sq. Ger. 3423. WESTERN APPROACHES (U) (Technicolor.) Also SHE COULDN'T SAY NO (U) For times of showing see Daily Press. Weekdays: continuous 11.5 to 9.45.

WHITEHALL, Trafalgar Sq. Wbl. 6592. CONT. DAILY 2 to 9 p.m. PHYLLIS DIXEY England's Popular Pin-up Girl IN "PEEK-A-BOO" Stars! Marnie Quinn! Moe! Moe!

WINDMILL, Pic. Circus, 13th Year. REVUEVILLE, 128th Edition. (3rd week) Cont. daily 12.15-9.30. Last perf. 1.30. A VIVIAN VAN DAMM PRODUCTION. "WE NEVER CLOSED."

CINEMAS

DOMINION (G-B), Tottenham Court Rd. MARIA MONTEZ, JON HALL, PETER COE GIPSY WILDCAT (U) Kansas City Kitty (U), News, Ac. Weekdays: continuous 11.45 to 10. Sundays: continuous 2.30 to 9. EMPIRE, Leicester Sq. Starting Friday. FLANAGAN and ALLEN in DREAMING (U) World Famous Guest Stars. 10 a.m. to 9.40 p.m. GAUMONT, Haymarket, Wbl. 6555. MONTY WOOLLEY, JUNE HAVEN, DICK HAYMES IRISH EYES ARE SMILING (U) (in Technicolor) Weekdays: continuous 11.8 to 9.50. Sundays: continuous from 3.30.

Advertisement for 'Step Lively' at Leicester Square Theatre. Features Frank Sinatra, George Murphy, Menjou DeHaven, Walter Slezak, and Eileen Pallette. Directed by Tim Whelan. Performance times: 12.0, 2.20, 4.45, 7.10.

Advertisement for 'Casanova Brown' at Odeon Leicester Square. Stars Gary Cooper and Teresa Wright. Directed by Sam Wood. Showing at 10.50, 1.05, 3.25, 5.40, 8.00.

Advertisement for 'Flanagan & Allen Dreaming' at Empire Leicester Square. Stars Hazel Court and Guest Stars: Teddy Brown, Reginald Foort, Bobby Jones, Raymond Glendenning, Gordon Richards, Alfredo Campoli. Band of H.M. Coldstream Guards. A John Baxter Production (U) made at Ealing Studios. Starting Friday.