

LIBS HIT JAPS TO SUPPORT 14TH ARMY DRIVE IN BURMA

CANADIANS FLY IN BIG ATTACK ON MANDALAY

Massed Formations of Bombers Start Many Fires in Target Areas on Outskirts of Burma City

CANUCKS OUT WITH EVERY SQUADRON

INDIA.—Massed formations of Liberators, in support of the 14th Army drive on Mandalay, unleashed a concentrated bombing attack on targets in the outskirts of the Burma city, Saturday. Canadian airmen took part in this blow against Jap army formations by the Strategic Air Force, Eastern Air Command.

BOMBERS HIT NAZI CENTRES

Slashing at railway lines, rolling stock and communications, RCAF Bomber Group struck hard over the week-end in two successive attacks at Saarbrücken and Grevenbroich in the Ruhr Valley.

All the Canadian planes returned safely from the Saarbrücken do with returning fliers describing it as "One of the most successful raids of the past months." One huge explosion and many fires rose from the target after the bombs found their mark.

Hon. John Bracken, accompanied by Air Vice-Marshal C. M. McEwen, CB, MC, DFC and Bar, AOC RCAF Bomber Group, and Col. A. J. Brooke, MP, watched from the control tower as planes from the Bison and Lion squadrons returned.

F/S P. Breen, rear gunner from Calgary, completed a tour in the Thunderbird squadron aircraft piloted by F/L M. Casselman, Edmonton. "It was a lovely target, clear as crystal," Breen said. "You could see for miles."

The crew, headed by F/O Dave Wylie, Winnipeg, completed the four thousandth sortie flown by Goose squadron aircraft, second oldest unit in the group.

A substantial number of Halifaxes hit the railway yards at Grevenbroich, while a separate force of Canadian-built Lancasters later joined the RAF on a raid on a synthetic oil plant at Merseberg, near Leipzig.

The Grevenbroich show was an all-Canadian effort and was assessed as extremely effective. The target is close to the Western Front, a junction for supplies from Dusseldorf and Cologne.

Enemy flak was light and there was very little fighter action. The Ruhr searchlights were quite ineffective and the attacking Canadians found the target well marked by the pathfinders.

Jerry Jet Job Makes It Warm for Radio Man

When a jet-propelled German fighter-bomber shot up the fuel dump beside which he was working on an advanced air-drome in Holland LAC Ross W. Colman, Winnipeg, claims he lost eight of his nine lives.

The young radio telephone operator was working on an aircraft's radio set with the RCAF's Red Indian Spitfire squadron when the German raider approached. He didn't have time to dive into a slit-trench but flattened himself beside the fuel cans. "All I remember is that the last of the stick of anti-personnel bombs landed right on the fuel dump," he recounted.

A Canadian in the RAF, W/C Hugo Beall, Lindsay, Ont., commanded one of the squadrons in the high level attack. Canadians flew with every squadron engaged in the action.

The first salvos raised a large cloud of dust, obscuring the target for detailed observation but the airmen were able to see the flashes of repeated explosions as ammunition dumps blew up.

Fires Started
"Fires were starting all over the target area," said F/S Benny Ronellfitch, Creston, B.C., in one of the first bombers over the target. Another Canadian, F/S Ken Dicks, Fort William, Ont., was front-gunner in the same crew.

F/L Art Brown, Grand Forks, B.C., skippered an all-Canadian crew. He commented on the

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COASTAL MEN SURPRISE HUN

With snow and ice for a background, three striking forces of RAF Mosquitoes and RCAF Beaufighters of Coastal Command swept over the fjords of Norway to give the enemy one of the hardest hammerings he has had in that area in recent months.

Buffalo squadron Beaufighters attacked an oil burning vessel off Hisoy Island, sweeping in with rockets and cannon. One of the Canadian pilots, F/L H. L. Wainman, Orillia, Ont., described the attack:

"The strike force swooped down on the vessel and we scored numerous rocket hits before we even knew they were around."

Results from the other two attacks showed a modern cargo liner lying on its side burning, a large sized merchant ship ablaze with smoke rising 100 feet into the air, and two other smaller merchant ships hit with rockets and cannon fire.

EFFICIENCY SQUADRON



PILOT SCORES IN FIRST MIX

Mustang Man Battles First Huns; Gets Two

Seeing his first German fighters over Frankfurt Sunday, F/O D. A. B. Smiley, Perth, Ont., flying with a RAF Mustang formation, shot down two of them.

The formation destroyed seven Hun fighters in the engagement without loss. The Mustangs had escorted Bomber Command heavies to attack Nazi rail targets and after seeing their charges safely off on the home journey they carried out a freelance sweep on their own.

Smiley's squadron found a Ju reconnaissance plane being escorted by a mixed formation of Me109s and FW190s in the Frankfurt area, and shot down the Ju.

"The Hun fighters made no attempt to protect the Ju, but they certainly mixed it in the following dogfight," said Smiley. "I got my first victim when I saw a Me chasing another Mustang and came up behind him. After a couple of bursts the pilot baled out and his kite went down with pieces flying off it."

"I got my second, a FW190, after the dogfight was over, and the Jerry survivors were escaping. I went after the FW, which was flying low, and after a burst he went straight into the ground."

CANUCK AT HOME IN UNUSUAL JOB

One of the most unusual jobs done by RCAF personnel is that of Russian liaison officer with the Balkan Air Force, which keeps F/L W. Kerelluk, Windsor, Ont., a busy man.

He is stationed at an airfield on the Adriatic. Kerelluk arrived in the UK under his own power, for he flew a Hudson over for Ferry Command. He still was ferrying aircraft when he arrived in the Mediterranean theatre.

But his ability to speak Russian, result of his Ukrainian parentage, brought him his present duties as contact man between the Balkan Air Force and the Russian Air Force.

Included in Kerelluk's varied service experience is a period of duty on air-sea rescue work from Malta.

Air Vice-Marshal C. M. McEwen, CB, MC, DFC and Bar, AOC RCAF Bomber Group, presided at the formal presentation of the efficiency trophy for RCAF Bomber Group to the Alouette Squadron. W/O J. J. Deslauriers, Montreal, is shown accepting the trophy for the squadron. The Alouettes copped the cup with their fine record for November, 1944.

Fighters Down 11 FWs In Sharp Engagement

Ram Squadron Pilot Gets Three Huns; Audet Adds Another Victim

Holland.—RCAF Spitfire squadrons destroyed 11 FW190s in one engagement over the Enschede area during a reconnaissance Sunday. Highest scorer was F/L J. Mackay, Cloverdale, B.C., of the Ram squadron, who accounted for three Huns.

"A single went to F/L Dick Audet, Lethbridge, Alta., of the Grizzly Bear squadron, who brought down five enemy aircraft in one dog-fight recently and now has a total of nine and one-half destroyed.

Other successful pilots included F/L J. J. Boyle, Toronto; F/O J. A. Doran, Victoria, B.C., both of the Grizzly Bear squadron; F/L J. N. G. Dick, Montreal, and F/L J. E. G. Reade, an American, both of the Caribou squadron, and F/L F. Murray, Saint John, N.B., and F/O D. E. Dack, Calgary and Taber, Alta., also scored.

The Ram squadron pilots were passing over an enemy airfield when they saw 12 FW190s flying east over the drome at about 1,000 feet, with other aircraft in the circuit and still others taking off from the two runways. The Spitfire men went into the attack.

F/L Mackay pounced on the last FW to take off, closing from 300 yards to from 50 to 75 yards. On the deck he gave it several short bursts, then the German plane's long-range tank blew up.

Sighting a second Hun coming over the tree tops he closed from 300 to 100 yards and let another two-second burst go. The FW caught fire and blew up.

His third combat proved a tense one, for he was being chased instead of doing the chasing. He had closed on the tail of one of a number of Jerries heading for Enschede. Checking to see that his own tail was clear he saw a FW about 20 feet above and 100 yards behind.

"I broke hard to port," he related. "The FW followed me through about three-quarters of a turn and then spun into the deck and blew up."

GUNNERS TOO HOT FOR Me.

Turret Men, Pilot Match for Fighter

The teamwork of a rear and mid-upper gunner resulted in the recent destruction of a Me109 after their Bluenose Squadron Halifax had successfully delivered its load on Duisburg. The bomber had turned for home when the German fighter drove in astern.

Burly F/S Jack Archibald, Montreal, rear gunner, roared, "Corkscrew! Starboard! Go!" through the intercom, opening fire at the same time. As the pilot twisted the aircraft through the corkscrew the mid-upper gunner, F/S Des Burke, Newmarket, Ont., joined in the engagement with his team of machine guns.

Its guns still spitting, the Messerschmitt nosed over in a dive, a sheet of flame outlining it before disappearing headfirst into the clouds. Seconds later a burst of light through the clouds indicated that the fighter had crashed.

Both gunners are of the opinion that the Nazi pilot was killed or knocked out by their fire in such a way that the pressure of some part of his body kept his guns firing even in the nose-dive. They have claimed the aircraft as destroyed.

NIGHTFIGHTER PILOT NOW FLIGHT LEADER

Veteran nightfighter pilot S/L Stuart Murray, Warren, Man., has been promoted to that rank and placed in command of a flight of the City of Saskatoon, Lynx Squadron.

This marks the start of Murray's second tour with the unit, having first joined it in the spring of 1942.

Canadian Fags Available At Four-and-Six a Carton

RCAF personnel may now purchase duty-free Canadian cigarettes direct from a tobacco depot established in Britain. The scheme, long rumored, became official on Monday. The price for all seven brands now in stock is 4s. 6d. per carton of 300. The maximum permissible purchase is 1,200 per month per person.

Members of the RCAF and Canadians in the RAF serving in the United Kingdom, Azores, Iceland, British West Africa and North-West Europe may take advantage of the purchase plan. A British postal order for 4s. 6d. for each carton of 300 fags required should be sent to "Officer Commanding, RCAF Section, Number 2 Canadian Tobacco Depot, c/o Canadian Overseas Postal Depot, London."

separate order form is required for each individual purchase.

Postal orders must be made payable to the tobacco company which manufactures the brand desired. The greatest care must be taken to set out the name of the manufacturer on the postal order, and the postal order number on the separate order form.

Similar arrangements are already in effect for personnel in most other theatres of war.

The brands now available are: "Sweet Caporals" and "Winchesters" made by the Imperial Tobacco Company of Canada, Limited; "Ruckingham" and "Wings," made by the Tuckett Tobacco Co., Limited; "British Consols" and "Exports," made by W. C. MacDonald, Inc.; "Henleys," made by Benson and Hedges (Gen.), Limited.

CANUCK GETS JAP "OSCAR"

Burma.—F/O Ron Craymer, Toronto, destroyed a Japanese fighter on the ground in a Thunderbolt attack on the airfield at Meiktila in Burma.

"I was leading the last section in when I saw an Oscar on the end of the runway about to take off," he said. "I circled, lost height and went in. The Jap pilot appeared to lose his nerve and instead of trying to get off he taxied his aircraft toward the jungle. I gave him a four-second burst and he blew up."

"As I pulled over him I noticed a Jap radar station, so I made another circuit and strafed it. The building was burning when we left."

"I saw Ron's Oscar go up—it was wizard," said F/O Eric Reed, Leicester, England. "Then I saw another one in a dispersal bay. I went after it and saw strikes, but could claim it only as damaged when I returned. However, a squadron which attacked later saw it burning, so I was credited with destroying it."

REQUEST FOR NEW PILL ENDS TOUR

The new Canadian anti-air-sickness pills proved to be the undoing of W/O J. M. Moir, Smith Falls, Ont., veteran radio operator on a RCAF Sunderland flying boat of Coastal Command.

Moir had been violently airsick on every one of 48 operational trips without it being discovered by medical officers. He has 750 hours of flying time, which can be attributed to his determination to carry on under difficulty.

The recent invention of the anti-air-sickness pill by a Canadian medic prompted a member of Moir's crew to suggest that he visit the MO and see if they really worked. His request however, led to a medical check-up which put fins to Moir's flying career. Now he is at a repair depot. He's pretty angry too, because he wanted to fly until the war in Europe had ended.



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INTRUDER TRIO GONGED



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

Three men who made contributions to the fine operational record established by the RCAF City of Edmonton squadron in 1944 have received decorations in the same awards list. W/C Anthony Barker, an Englishman, who commanded the squadron when it was establishing new intruder records prior to the invasion of Europe and while the unit was chopping down 79 flying-bombs last summer, receives an immediate DFC. W/C Russell Bannock, Bronte, Ont., who succeeded W/C Barker in command of the squadron, is awarded the bar to his DFC. He was the RCAF's leading flying-bomb killer with 18½ to his credit, all shot down at night. S/L Ross Gray, Edmonton, the only member of the trio still with the City of Edmonton outfit, who destroyed 11 German aircraft on the ground and damaged 13 in a five-day period, is awarded the DFC. (Official RCAF Photograph.)

Ideas for Victory Loan Posters May Win Bond

To obtain ideas for posters which could be used in the Eighth Canadian Victory Loan campaign a Victory Loan Poster Competition is announced by RCAF Overseas HQ and the National War Finance Committee.

First prize in the competition will be one \$100 Victory Bond. Second and third prizes each will be one \$50 Victory Bond.

All RCAF personnel serving overseas, except official War Artists, are eligible to submit entries in the competition. Not more than two entries may be submitted by each person.

Purpose of the competition is to obtain outstanding and original ideas for posters suitable for use by the RCAF Overseas in the next (8th) Loan drive. Contestants should use their conception of what the slogan will be for the next loan, and their ideas should keep the time factor in mind.

It is pointed out that it is important that the time factor be recognized as entries will be judged on that basis.

It also is preferable that entries should have a RCAF operational theme. If materials are not available to prepare a finished poster, a sketch will be acceptable provided it is clear, well defined, and accompanied by any necessary explanation.

Size of posters submitted should not exceed 24 inches by 36 inches, and all entries should be in the proportion of 24 by 36 inches.

Each competitor must attach a slip to his entry giving number, name, rank, unit, trade and home address in Canada. Entries are to be received at RCAF Overseas HQ, London, not later than February 3, and are to be addressed as follows:

"Poster Competition," Victory Loan Committee, RCAF Overseas Headquarters, London, England.

FLIER GRATEFUL TO HAYSTACKS

Swearing that throughout the rest of his life he will salute all haystacks in his path, F/L Thomas L. Steele, DFC, New Westminster, B.C., is awaiting repatriation. His love for haystacks was a first sight affair. On a mine-laying job over Cherbourg harbor his aircraft absorbed considerable flak, and one of the engines was hit badly.

Over Britain the engine broke into flames, which engulfed the fuselage. The pilot ordered the crew to bale out. Steele jumped at 700 feet and his rapid fall was broken by a haystack in a farm yard.

"At first I thought I was going to fall on the roof of the house, and break my back or legs," he said. "But the soft landing on the haystack certainly cushioned the blow. It was like landing on a feather mattress," the navigator added.

ONTARIO PILOTS END TOUR FROM BELGIUM

Belgium.—Two Ontario pilots who fly with W/C Johnny Johnson's RCAF Spitfire wing have recently completed a tour while flying from a base in Belgium. They are F/L B. T. Gilmour, St. Thomas, and F/O R. B. Greene, London.

Gilmour has destroyed three enemy aircraft, damaged two others, and has had marked success in attacks on enemy mechanized transport, with more than 60 Nazi vehicles either destroyed or damaged. Greene is credited with a half share in the destruction of one German kite.

British Council Awards 20 Scholarships to RCAF

More than 20 scholarships at British Universities have been made available for RCAF male personnel who are no longer fit for operational service. It is announced to-day. The British Council is providing 20 of these, which can be taken at any university in Britain. The governing body of Trinity Hall, Cambridge, has provided £600 for a number of scholarships at Cambridge.

Those selected for the scholarships will be retained in the service with usual pay and allowances. Both the British Council and Trinity Hall will provide the difference between pay and allowances and the amount needed to meet fees and other charges for lodging and tuition. In the case of Trinity Hall it is stated that this amount will not exceed a maximum of £100 per year for any individual.

The British Council states that qualifications must be Canadian honor matriculation standing or its equivalent. With Trinity Hall, while it is preferred that qualifications of personnel selected be such that they could obtain a BA degree within two years, should these not be available candidates will be considered who may be likely to need three years, provided they have the Canadian honor matriculation. In special cases the governing body will consider personnel who may wish to be in residence for one year only if it is expected they would profit from so short a course.

Most convenient date for entry to Trinity Hall, Cambridge, is the first week in October when the academic year begins, but a scholar might be allowed to enter in January or April. In such cases the period until the following October would usually be considered as a period of preparation and not part of a two years' course.

The British Council point out that university terms ordinarily start in January, April and October.

Applicants for these scholarships should submit their cases by letter to RCAF Overseas HQ stating full qualifications.

START OFF YEAR WITH FIRST WIN

Starting the New Year off on the right foot, F/L Phillip Etienne and F/L Bill Boak caught an Me110 5,000 feet over an enemy airfield. They used two bursts to dispose of the Hun. They put cannon shell into its port engine and fuselage, and then followed up with a second burst which sent the smoking craft to the deck, where it exploded. It was their first victory.

Etienne is from Montreal, and served on a RAF Spitfire squadron, and also with catapult-launched Hurricanes before taking over night-intruder work on Mosquitoes. He claims that for his money there's nothing like being at the controls of a high-powered, cannon-equipped Mosquito. The navigator, F/L Boak is from Regina.

NEW GROUND MEN ARRIVE IN ITALY

Italy.—Fresh from the Canadian Bomber Group in the U.K. came 30 recent replacements for tour-experienced ground crew airmen of the RCAF "City of Windsor" squadron.

These men of various trades have sent heavyweights of Bomber Command over Europe. Now they have slipped smoothly into the RAF's famed Desert Air Force line-up.

All agree that servicing a single engine Spit is a nice change after babying a four-engine Halifax or Lanc.

The airmen are: LACs S. B. Brynjolfsson, Vancouver; I. Lipin, Winnipeg; D. H. Smith, Vancouver; R. Rice, McGrath, Alta.; W. N. Runnals, Longhead, Alta.; A. G. Nicholson, Debolt, Alta.; A. O. Cameron, Saskatoon; S. J. W. Zabarylo, Winnipeg; R. A. Bouraehui, Holland, Man.; R. Hartley, Toronto; R. A. Jones, Toronto; Ken Cooper, Toronto; H. W. Thompson, Little Britain, Ont.; W. D. Bull, Welland, Ont.; D. MacLeod, Iroquois Falls, Ont.; R. Beggs, Kitchener, Ont.; A. H. Askew, London, Ont.; Y. Abrams, Summerstown, Ont.; J. P. R. Lalonde, Montreal; S. M. Kilfolle, Montreal; O. Rochon, Montreal; S. Noble, Montreal; J. L. L. Asselin, Montreal; J. J. N. Berube, Garthby, Que.; J. Crossman, Chapman, N.B.; C. A. Thompson, Gunningsville, N.B.; W. J. McGinnis, Annapolis Royal, N.S.; J. Melnick, Glace Bay, N.S.; Cpl. G. H. Noble, Sudbury; AC1 D. Evans, Toronto.

WELLINGTON GOES ALL OUT IN OWN BURMA CAMPAIGN

Versatile Kite Takes Pride in Ability To Bomb, Strafe Japs

Burma.—A Wellington bomber on night operations against the Japanese in Burma for the past two months has become known unofficially on its own airfield as "The Fourth TAF."

It has bombed Japanese airfields, supply dumps and military positions. But its chief task in bombing and strafing enemy transport columns on the roads of Burma already made unhealthy during daylight hours by the fighter-bombers and strafers of 3rd TAF.

"Fourth TAF" consists of one Canadian, five Englishmen, and the Wellington, which is now a thoroughgoing veteran. The crew and the Wellington have been together since May, 1943. Most of their ops have been long distance night attacks on targets such as Rangoon. It was on Rangoon that they had their shakiest moments, when they underwent three separate attacks by nightfighters.

"We pick a road we know the Jap transport columns are using," said F/S W. Box, County Durham, England, pilot. "We stooge along it until we find a string of trucks, and we plant a bomb as near the head of the column as we can. Then we travel the length of the convoy so the gunners can get in their licks."

"Possibly during the evening we'll bomb an airfield like Heho, but the main job is transport," added the Canadian bombardier, W/O Pat Kindrat, Dauphin, Man.

Bomb Freighter

The Wellington's bombing career was interrupted during the siege of Imphal last spring, when all roads to the town were cut and everything needed by the defending British forces had to be carried in by air. All the crew except Kindrat were assigned to Dakotas, and made 40 trips to Imphal with food and supplies. Kindrat stayed with the Wellington, but also took part in the Imphal campaign, delivering 500 pound bombs for Hurri-bombers operating from the valley.

"We used to load up with bombs and fly in to the landing strip," he said. "Then we'd open the bomb doors, let them drop on the field, and go back for another load."

Reunited, the crew were at first detailed to a non-operational job. It wasn't long, however, before they found themselves on ops again at a forward airfield, making the name of "Fourth TAF" one to be reckoned with by the Japs.

WESTERN

Files reveal that the newly-named Caribou Spitfire fighter-bomber squadron which recently was adopted by the city of New Westminster, B.C., is solidly representative of the west coast province although it lacks sons from its foster parent-city. Four officers and 18 other ranks hail from British Columbia.

REAR TURRET MAN SCORES

Gunner Shoots Down German Jet Fighter

One of Germany's newest and fastest nightfighters, a jet-propelled Me163, fell before guns manned by Sgt. Ben Rakus, Blenheim, Ont., rear gunner with the Ghost squadron, on a recent operation against Bochum.

"It was seen first by the wireless operator, off to one side and above at 1,200 yards," Rakus reported. "To me it looked like a blot trailing vapor. It moved faster than anything I've ever seen."

"As I gave directions to the skipper for evasive action the 163 shot over to our other side, closing in to 600 yards."

Pilot of the Canadian Lancaster, F/O H. W. Walker, Halifax, N.S., corkscrewed his huge machine violently, putting the Me out of position while Rakus went to work with his guns.

"It was within 500 yards when the fuselage showed fire which ran quickly along the wings," Rakus said. "As it went into a nose-dive I gave it another burst. Several crew members saw the Hun hit the ground and explode. It has been claimed as 'destroyed.'"

LYNX PAIR MAKES TROUBLE FOR JU

Lynx squadron pilot F/L Bob McKay, Calgary, has his tour with the RCAF Mosquito unit off to a good start. He and his navigator, F/O Allan Johnston, Winnipeg, caught a Ju188 over a German airfield recently and filled its tail with cannon fire. It was McKay's first operational trip.

The Ju plunged to earth from 6,000 feet, but since neither McKay or Johnston saw it hit the ground they claimed it as only a probable.

McKay was a staff pilot at Brantford and Camp Borden before getting overseas and onto ops. Johnston joined the RCAF in 1941 and subsequently became a radio mechanic in Canada and England. He remustered to air crew in 1943.



Thank goodness I always bought 'Viyella' SERVICE SHIRTS COOL WHEN IT'S HOT—WARM WHEN IT'S NOT

Comfortably soft to the skin, 'Viyella' Service Shirts have been on active service for half a century, and are still right for any battlefield, any climate. Made in regulation khaki, Air Force blue and white, they can only be supplied to members of the Fighting Forces.

DEMON SQUADRON

Who Dealt This Mess?

The Demons are now fully recovered from Yule festivities and such pranks as paddling dinghies around in static water tanks, and have settled down to long evenings of bridge playing. The instrument and electrical hut came up with a one in a million shot when LAC Bruce McDonald, Cutknife, Sask., held a perfect no trump hand.

He was dealt the Ace, King and Queen of every suit and the Jack of diamonds. His partner was LAC Lee Carroll from The Pas, Man. The opposition was LACs Bob Nuttall, Port Elgin, Ont., and Don Dennison, Fort Fairfield, Maine.

The squadron recently welcomed LAC Bill Kelly, Kingsville, Ont., a new addition. He is the Knights of Columbus representative to the squadron and brought an allotment of radios and musical instruments with him. F/O Pat Myers, Vancouver, is so enthused at getting a clarinet in his hands again that he intends forming a combination dance and cowboy band.

S/L Hugh Esch, Edmonton, recently picked up his third ring and the training roster job. He takes over W/C Wilson's old post. Discip W/O Roy Faulkner, Dartmouth, N.S., has been posted away with W/O Joe Cantin, Hamilton, replacing him. Joe has prepared one of the hangars for an inter-squadron tourney of basketball, badminton and tennis.

Men posted home after serving their overseas periods are: Cpl. L. R. Tye, Ingersoll, Ont.; Cpl. W. R. Williams, Toronto; Cpl. E. Tipping, Toronto; Cpl. G. B. Ducker, Owen Sound; Cpl. Bob Verge, Calgary; LAC D. H. Shilling, London, Ont.

Many fellows are interested in English rugby and are anxious for some opposition from other Canadian squadrons.

LYNX SQUADRON

Life Moves Quickly

New promotions, postings, completed leaves, and hockey practice have highlighted Lynx squadron news over the Yuletide.

The step upwards has been taken by F/Os Hall, Kazakoff, Duncan, Sherrett, Kilpatrick and Miller; and F/Ls Shall, Lasser, Mackenzie and Wright. F/L Duncan has left for duties elsewhere. Cpl. Galvin has departed with Cpl. Galloway replacing him.

Cpl. DeFalco returned from his leave all genned up in baby feeding, and is rumored to be conducting classes. Others back from a nine-day leave were Len Marple, Red Sylvester, Johnny Whitehead, Jim Morrison and Oley Jorgenson. No sooner they were settled when Cpls. McAllister and Wright, LACs McVeigh, Simle, Clarke, Crosbie and Cubben started their leaves.

The hockey team has had another practice, and F/L Greene is whipping the boys into shape. The Winco is one of the defence stalwarts, while La Piche has been showing a lot of class between the pipes. Kilrea, brother of Hee of National League fame, broke a cartilage in his leg, but hopes to be ready for their game.

One member of the staff of Lynx Eyes, T. Shaman, known to all as Jigg Mik I, is going the entertainment branch of the RCAF.

RCAF RADIO MEN HUNTING STORIES

Material Wanted for Broadcasting

Have you got a story worth telling that you'd like the folks back in your own home town to hear?

That's what the radio section of RCAF Public Relations wants to know. And if you have a story, they want to record it on wax and ship it home to Canada for playing over the home-town radio station. More than 50 such interviews a month are being flown home.

Sometimes within a few days of recording in London they are being heard by delighted families and townfolk in Canada. The average time lapse, however, is two weeks from recording to broadcasting.

But there is one thing the Radio Section ask: Give them a break by allowing for at least two days from the time you are interviewed before the recording can be made. That time is needed for preparing the script and, more important, getting the censor's O.K.

You'll find the Radio Section at 32, Lincoln's Inn Fields, Room 131, in London.

HELP



LACs F. P. Larkin, St. Stephen, N.B., and J. R. Fraleigh, London, Ont., take life easy in the rear door of their truck while two part-time helpers, Janet and Monique, dole out tea to the members of an RCAF nightfighter squadron in France. Lining up are: LAC W. S. Hazzard, Wallaceburg, Ont.; Cpl. F. D. Stagg, Toronto; Cpl. G. E. Collinson, Chapleau, Ont.; and LAC D. A. Robinson, Stayner, Ont. (Official RCAF Photograph.)

Headquarters

Swing fans can find their appetite fully satisfied on Thursday nights by dropping into the all-round social evening at Knightsbridge. In addition to the regular bingo (gee, what prizes) and movie picture, the entertainment folks have added a swing record-playing hour commencing at 5.30.

Roller-skaters will be flocking to the party arranged for Jan. 28. Bigger turnouts have been found every time and another "bang-up" evening is expected. The swimmers were few and far between last Friday but the alibi must have been the poor weather. Any one on headquarters strength can splash around on Friday nights, so what do you say. Badminton players can practise at Chelsea barracks on Saturdays and Sundays with a February tournament in view. Entries close Feb. 1 for men's and ladies' singles and mixed doubles.

The 1945 Officers' dance will be held Jan. 26 at Grosvenor House, Park Lane, and as only a limited number of tickets are available, rush down to F/O D. Cameron at the Camp Commandant's Branch, 32, Lincoln's Inn Fields. "Streamliners" dance band and the touring RCAF Concert Party, the "All Clears" will be there.

LIF basketballers sparked by Cpl. Jack "Luisetti" Marks and F/L McKibbin trimmed Airmen's Pay 32-23, while Six-DEES trounced CEE girls 22 to 2 in the ladies' contest.

BEAVER BASE

Station Hears Message

Distinguished visitor to the base during the holiday season was Hon. G/C W. V. McCarthy, senior Roman Catholic chaplain, RCAF Overseas. G/C McCarthy said mass in the RC chapel at base station on New Year's Eve and delivered a stirring New Year message to a large congregation which included Air Commodore J. L. Hurley, Ottawa, base commander.

Celebrations are in order in the sergeants' messes and locals these days, following promulgation of the eagerly awaited decision of the Base Airmen's Promotion Board.

Among those contributing are sprogs F/S J. Sands, Sgt. Walt Perchaluk, L. Double, D. Tingle, "Shack" Shackell, and C. Warner, and Cpls. N. Cowan, J. W. McGrum, D. Congdon, R. T. Elson, Fred Tyler, L. Tessier, J. Ranger and "Douce" Doucet.

Travel Hint

Here's a hint for newly marrieds: F/S George Waters and Sgt. Connie Waters, recently returned from a honeymoon in Scotland, strongly advise prospective middle aislers to purchase an alarm clock and a hot water bottle.

"We found the two articles of great assistance," George commented, explaining the hot bottle substituted for the Canadian central heating and the alarm clock ensured all trains were caught on time.

Congratulations go to "Hap" Sharp, who has surrendered the title of King of the Lounge Lizards in order to move into the Officers' Mess. Potential candidates to succeed him include W/O Johnnie Joyce, W/O Trevor Self, and Sgt. Wally Wilkins.

Screened on completion of his first tour is W/C Charles Burgess, Toronto and Port Credit, Ont., chief of the Thunderbirds. Also through with ops for a while is F/L Freddie Cowling.

TROPIC TOPICS

Jungle Types Say Howdy

The welcome mat for new arrivals has received a concentrated amount of attention in recent weeks with the following replacements turning up in our torrid zone: fireworkers, George Crosby, West Royalty, P.E.I.; Bill Boorman, Ft. William, Ont.; Fred Seefeldt, Calgary; "Bunny" Austin, Windsor, Ont.; "Chuck" Sixsmith, Hamilton; Sam Howe, Toronto; and F/S Rynard, Zephyr, Ont.

AIRMEN PROPRIETORS FIND "BUSINESS" GOOD

Holland.—Proprietors of one of the strangest little stores in Europe are two Ontario airmen who operate the miniature canteen in the officers' mess of this mobile Typhoon airfield. They are Cpl. Leonard O'Hara, North Gower, and LAC Arthur Sapsford, Hamilton.

They purvey everything from beer to liver salts and they like their customers—the dive-bomber pilots.

"They never squawk about prices and you don't have to work on them to sell anything. Just say it costs so many guilders and they say, 'Sold,' happily observed LAC Sapsford, who formerly sold hardware goods in a hometown store. "I've always been selling stuff, but never had customers like the pilots. Money is no object; when they want something they want it."

New fitters who have arrived are Roy Hart, Punnicky, Sask.; Allan Dunn, Alonsa, Man.; Neal Kopp, Duchess, Alta.; Art Tooth, Oakville, Man.; Joe Bielli, Trail, B.C.; Ben Shiffman, Winnipeg; and "Webby" Webb, Hamilton. The W/T section added Cpl. "Rid" Radcliffe, Toronto, LAC Piper, Saskatoon, and LAC Thompson, Oxford, Junction, N.S.; Chuck Bascom, Alberta way; Ken Crocker, "Red" McNally, Ken Bennett, Len Craig and Tom Charbonneau have joined the instrument gang.

A Rehabilitation Advisory Committee has been appointed in the squadron and will help to get up the personnel in just what the post-war score is. All the latest stuff will be brought forward in a Rehabilitation bulletin.

Weekly informal gatherings have produced some interesting discussion periods. Such subjects as Canada's Air Future, Provincial Governments, What to do with Canada's War Machinery after the Cessation of Hostilities, and the Ex-Serviceman's Place in Post-War Canada have been debated.

Party Night

The monthly do at the local planters' club turned into another popular evening. Jim Birnie was in charge of the party, which played bridge and danced. Editors of the *Tropic Topics*, the squadron sheet, have cooked up a "Pin-Up" contest with an eye to finding on whom the boys' lovelight shines. A cash prize and privilege of running the lucky girl's glamour on the front page is the inducement.

Ontario quelled the Maritimes in an exciting series to win the inter-squadron football championship. Members of the team were R. Stanghetta, Sault Ste. Marie, J. A. Teague, Humberstone, G. J. Metcalf, Elora, A. H. Cross, Copper Cliff, R. G. Goodfellow, Tichborne, J. W. Head, Toronto, W. Crawford, Hamilton, W. Stanski, Chatham, J. L. N. Corbell, Kapuskasing.

A team from the Cank Navy took our officers on in two game series and won both. The All-Stars, however, retrieved some prestige by winning two back.

AERO-ENGINE MAN NOW TOUR VETERAN

F/L K. E. Johnston, DFC, Peterborough, Ont., arrived overseas as a corporal aero-engine mechanic in 1942. Recently he completed his second tour of operations as flight engineer leader of the Bison squadron.

He served in ground crew in England for six months before remustering to air crew and taking his training in Wales. He graduated as a sergeant, completed his first tour with a RAF squadron, was commissioned and earned the DFC on completion of the tour. He moved to RCAF Bomber Group as an instructor and then to his recent unit as engineer leader.

FLAK FAILS TO FLUSTER FLIER

Italy.—Because his plane has been hit by enemy anti-aircraft fire ten times during his fighter-bomber operations F/O Jimmy Waslyk, Toronto, has been nicknamed "Flak" by his City of Windsor squadron mates.

In addition to his experiences with flak Waslyk has baled out three times. His third chute trip occurred recently while he was attacking an enemy strong point.

"I was just pulling out of my dive at about 400 to 450 miles per hour when I noticed my port wing was on fire from some more of that darn flak," Waslyk said. "So I kept the throttle on to avoid backfire, and pulled up to about 7,000 feet.

"Then jumped, but my dinghy caught, and there I was sitting out over space. I climbed back and tried it again, but this time my foot caught and I was hanging upside down while my kite did a series of stall turns.

"So I climbed back again and the third time I made it!" Waslyk related. He had to slip air out of his chute so as to land behind his own lines, and this caused his parachute to swing so that he landed with a crack which knocked him out.

An Italian woman brought him around, and a British jeep took him to a dressing station.

FORSOOK FINANCE TO FLY TYPHOONS

Holland.—An Englishman with a RCAF Typhoon unit here, F/O John H. Villiers, Little Missenden, Buckinghamshire, finds more satisfaction in using a Typhoon's cannon against the Hun than in waging the war from a financial angle.

Prior to enlisting in the RCAF at Montreal, he was with the British Embassy in Washington where he worked from behind a financial desk. His father was operating a small newspaper in western Canada when the last war broke out and he enlisted with the Canadian Artillery at Winnipeg.

"There didn't seem much point coming all the way over to enlist in the RAF when I just had to cross the border," F/O Villiers remarked.

WINDSORS SMASH GERMAN LOCOS

Italy.—Four aircraft from the City of Windsor squadron scored a neat success recently when they destroyed four enemy locomotives. The section was led by a RAF pilot of considerable fame, W/C A. D. Lovell, DSO, DFC and Bar, supported by the CO, S/L David Goldberg, Hamilton, and F/Os Jimmy Waslyk, Toronto, and J. A. H. McNally, of Niagara Falls, Ont.

The four pilots, on a recon of motor transport and trains, swept through a light haze and flak of similar intensity to attack three locos near Triviso. They blew up two and left the other belching yellow smoke. A fourth was attacked and blown up south-west of Padua. F/O Waslyk was hit by flak recently over an enemy target, drifted back and baled out over our lines.



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(Signed) Cpl. H.E., R.A.O.C.
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Lancaster "O for Orange" was getting near Nuremberg on a recent raid when it was attacked by a Me410 which came in suddenly from the starboard side. It opened fire and the Lancaster's bomb-aimer was wounded in one leg. The British mid-upper gunner, Sgt. R. A. Hales, replied and the enemy was hit, exploding in the air. The pilot, F/O G. W. J. W. Thompson, Saskatoon, continued to the destination and the target was identified in fair weather. Some damage had been done to the Lancaster and the bomb-release gear caused trouble.

Most of the bombs were dropped, but some hung up and had to be jettisoned later. To top the whole thing off, a generator broke loose and caused a fire, which was dealt with promptly. It was not put out, however, until every extinguisher in the aircraft had been used.

Three Western Canadians fly on a RAF Lancaster squadron. They are F/O J. H. Wood, Winnipeg, navigator, F/O R. D. Heller, Beaver Lodge, Alta., air-bomber, and Sgt. D. M. Emery, Vancouver, wireless air-gunner. Emery has been two years in Britain, remustering to air crew from ground wireless operator with fighter squadrons. He was one of the two Canadians trained as wireless air-gunners in Britain.

After over two years instructing in Canada, F/L G. G. Pond, Ludlow, near Fredericton, N.B., is skipper of a bomber crew on an RAF Lancaster squadron. He has three other Canadians in his crew.

Although he had never handled the controls in the air before, a Canadian bomb-aimer, P/O W. G. Holman, Fergus, Ont., became an "acting pilot unpaid" during a recent raid on Essen. His Halifax was hit by flak just before its bombing run. The pilot, F/O H. C. J. Buckland, RAF, was wounded, but his cigarette-case saved his life. He flew the aircraft on to its bombing run and landed it in England. During the interval the bomb-aimer took over.

"We were just about to start the bombing run," said P/O Holman, "when I heard shells bursting near us and the aircraft was shaken. Then I saw a large hole in the nose of the aircraft. The next shell came through the starboard cockpit window and hit the skipper in the side."

The RAF flight engineer said, "I opened the bomb doors and got the aircraft level. Then the skipper recovered enough to hold the aircraft steady while we bombed. He insisted on taking charge all the time we were in the target area, although we had to support him in his seat." P/O Holman took the controls once the pilot had brought the bomber out of the target area. The Canadian bomb-aimer set course for an airfield near the English coast. The pilot refused morphia in order to give instructions to the unofficial pilot. He suggested that the crew bale out when they arrived in home territory, but they felt confident he would get them down safely. He resumed his duties as pilot and made a perfect landing, although he was so weak that his hand had to be placed on the throttles.

One of the oldest Catalinas in the RAF is "T for Tommy," now skippered by F/L G. Atkinson, Kelowna, B.C. She does patrols out of Ceylon over the Indian Ocean, hunting subs, escorting convoys and doing general reconnaissance. "T for Tommy" was one of the first American-built aircraft to arrive for service in Britain prior to lend-lease. Her total flying time exceeds 2,400 hours, and it has operated in practically every zone of coastal warfare—the Atlantic, Mediterranean and now, since 1942, the Indian Ocean.

Operating from Britain, Tommy took part in the chase of the Bismarck. Later she was sent to Gibraltar to protect convoys and carry serums and medical supplies to the Eighth Army. She has participated in several rescues of survivors from torpedoed ships. "Tommy must be one of the oldest flying-boats in existence," said Atkinson, "and, in spite of such an adventurous career, is still one of the best aircraft we have. She is the kind of boat one can't help getting to like."

A former chief announcer on his home town radio station, F/L Bill Walker, Regina, was screened recently at the end of a tour of ops as pilot in a RAF squadron. Walker, whose father is a lieutenant-commander in the Royal Canadian Navy, had three other Canadians in his crew. Their first op sortie was 12 days after D-Day, and though they were holed several times during the tour they suffered no serious damage to their Halifax.

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FITTER DRIVES BOWSER CLEAR A 22-year-old French-Canadian fitter, LAC John Paul Huneault, Montreal, is credited with saving many lives and averting much property damage. He jumped into a loaded gasoline bowser and drove it away from a fire recently at the City of Saskatoon Lynx squadron airfield. The fire followed a crash when a badly damaged Flying Fortress returning from a mission made an emergency landing in dense fog at the Lynx field. The Fortress finally stopped, blazing, only a few feet from a petrol truck that contained 600 gallons of fuel. While others were fighting the flames, LAC Huneault climbed into the truck. He had to drive it through part of the wrecked aircraft in order to get it into the clear. LAC Huneault's father, Rosario Huneault, is a member of the Montreal police force. He has a brother Maurice, a pilot in an RAF fighter squadron.



Snow time is working time for Johnny Mowers back in civvy street. The former Detroit Red Wings net-minder tried to get enthusiastic over English snow the other day by rolling this snowball, but English snow isn't Canadian snow. (Official RCAF Photograph.)

Five Bands Build Morale Among Personnel Overseas

With music long recognised as a top-flight morale-builder for fighting forces, bands of the Royal Canadian Air Force Overseas to-day can reflect proudly on over two years' service throughout the British Isles.

There are five RCAF bands at present, with another expected shortly from Canada. All are under the direction of F/L Martin Boundy, Director of Music, RCAF Overseas. Four of the bands are military bands, each with a dance band section, and the fifth is a dance band which operates entirely as such. Together, they average between 120 and 135 engagements monthly and have totalled 1,078 engagements since August, 1942. All are travelling bands, and are known as the Headquarters band, the Reception Centre band, Bomber Group band, "R" depot band and the Streamliners dance orchestra. At an inspection of an RAF unit in London, the Headquarters band first played before King George VI. Another time it was when their Majesties and Princess Elizabeth visited Canadian Bomber Group. They have also performed before King Peter of Yugoslavia, the Queen of Yugoslavia and HRH the Duchess of Gloucester. Concert work has included a performance at the opening of the Shakespeare Festival, Stratford-on-Avon. The Headquarters band also plays regularly on the BBC Home, General Forces and Overseas broadcasts, and was one of the five top bands in Britain to record a half-hour program to celebrate the liberation of France. RCAF band records are made and sent to 40 radio stations throughout the world, as well as ships at sea. Flying bomb attacks and hit and run bombing raids have been experienced by the band on occasion without deterring the music-makers from their job of providing a more enjoyable side to RCAF life overseas.

CITY OF WINDSOR Four More Come In

Four new pilots, fresh from concentrated training in the United Kingdom, have arrived here ready for action with the City of Windsor squadron, which flies Spitbombers in support of Eighth Army troops fighting on the Adriatic front. P/O Frank A. Doyle, Vancouver, enlisted in 1942 graduating as a sergeant in April, 1943. Two months later he was posted to the U.K., where he took advanced training on twin-engined aircraft and then served as a staff pilot for seven months. Six months of travel in the Middle East followed, where he was converted into a fighter pilot because his legs were too short for heavier craft. He wound up his training at an OTU in Egypt. Doyle took over the sports officer duties shortly after his arrival here. He was a leader of the Catholic Youth Organisation in Vancouver and played quite a lot of rugby football. Under his guidance, no time has been lost in organising a sports program for the winter. Before bad weather forced them into their gym the touch rugby enthusiasts played a game out doors which bewildered the British and Italian onlookers as soon as an improvised gym is rigged up and equipment is received from Auxiliary services sports will be going full swing. The other new additions are F/O Ray Edge, Toronto, F/O A. A. Desormeaux, Winchester, Ont., and F/O Jack T. Rose, Chapeau, Ont. A final round of instruction at an OTU in Egypt fitted Edge for his posting to this squadron. He came overseas in June, 1943, and trained at an AFU in the U.K. before going to the Middle East. He is a graduate of Rynnymed Collegiate in Toronto, and has a brother, F/O Harry Edge, who served in Coastal Command in the U.K. as a WOP/AG. After waiting three and a half years, F/S Desormeaux is at last getting a crack at ops. He was winged in September, 1942, and did a staff instruction job at MacDonald before finally getting overseas. A lengthy period of courses of instruction was sweated out by F/O Jack T. Rose before he made the Windsor squadron. He came over in November, 1943, and did aerobome control work in Canadian Bomber Group before shifting to southern England, where as he puts it: "It seemed I took every course they could possibly send me on."

British Columbia POWs Write About Camp Life

The following are excerpts from recent letters received by the Agent General of British Columbia, sent by RCAF airmen who are prisoners of war in Germany.

W/O C. F. Henigman, Prince George, B.C., writes from Stalag VI, under date of August 24: "We (POWs) are all fairly well-fixed and should see the end without undue privations."

From Stalag Luft III, P/O H. R. Mooney, Vancouver, writes under date of August 20: "Will you please send me copies of Gregg's shorthand dictionary and the new rapid course? I have studied for some weeks in England and a month in Germany, but am unable to get the books at this camp."

P/O D. G. Mullock, Vancouver, writes from Stalag Luft III, under date of August 21: "I received your welcome letter and was very pleased I can assure you. I study watchmaking and will be very grateful if you can supply me with a book on the subject."

Also in Stalag Luft III is W/O A. A. McDougall, Fort Langley, B.C., whose letter was dated October 7, and reads, in part: "Many thanks for your letter and news sheet, which I received these past weeks. The cigarettes have not yet arrived though I am pleased to know they are on the way."

From Stalag 357 and dated September 10, P/O E. S. Hetherington, Vancouver, has this to say: "Have received with thanks your letter of June 12. Thank you for making arrangements to have my glasses forwarded."

PILOT RECOVERS, AMAZES VISITORS

Experts Repair Broken Back; Does PT

Russian medical experts found it difficult to believe that six months after his back was broken and crushed a Canadian Spitfire pilot could match a physical training expert in jerks. The pilot, F/O C. A. Graham, Regina, flew one of the first four aircraft to land on liberated French soil a few days after D-day. But he was in France only one day when his plane crashed on take-off and nearly killed him.

X-Ray photos showed that his spine was smashed almost hopelessly when medical men went to work on him, using a piece of bone from his leg to make splints which were put around the shattered vertebrae of his back.

After six months' convalescence Graham is so happy with his patchwork back that he takes every opportunity to demonstrate his ability at PT. A party of visiting Russian medical men went to the hospital where Graham was treated. "They wouldn't believe my story, but I showed them," said Graham, now at a RCAF repat depot.

NIGHTFIGHTER CORNER

Gen Merchants Busy

Weekly gen talks sponsored by F/L Smith of the Nighthawks squadron education officer and delivered by wing intelligence officer F/L Doug. Baker have been enthusiastically received by the squadron crews. The Canada House talks are informal and are followed by open discussions.

F/L Baker's last lecture, "Our part in the war," embraced topics ranging from the Nighthawk squadron's part in the invasion to recent happenings in the Irrawaddy valley, and the latest Nazi "V" weapon developments. Regular "genner uppers" at the talks included LACs Bulger, Young, Cote, B. Smith, Turansky, Thompson, Cooper, Selway and Morgan. Glamour pussies Alec Yallop, Sandy Stewart, Blackie Farrow, Bob Belloch and Dave Connelly have been exposing their virile masculine beauty to the wifandry of French photography —we expect a deluge of Hollywood agents or swooning bobby socks any day now. Cpl. Dave Cunningham, our genial accounts basher, has left us to become a headquarters type. Happy landing, Dave; we'll miss you. Cougar ground crews had a hot time Christmas day handling a fire in their dispersal, and no one remembered to bring marsh-mallows! Cold weather and a frozen pond near the officers' mess had Doc Bellamy, Cougar puck coach, yearning for a pair of blades for an ice cutting session.

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LIBS HIT JAPS

(Continued from page 1) lightness of the opposition. No enemy fighters attempted to counter the concentrated attack. Two of the Canucks with him were P/O W. Watters, navigator, Fredrickton, N.B., and Sgt. Don Feener, Liverpool, N.S.

Tribute was paid to the work of the Thunderbolt pilots who silenced ack-ack batteries prior to the attack. Said P/O W. H. Kay, Vancouver, "All we saw of flak was about half a dozen puffs, which never came near us. Those Thunderbolt boys did a good job."

S/L J. M. Stroud, Hamilton, Ont., captained Kay's crew. Wireless operator in the kite was Sgt. Dave Blissett, Vancouver. "The target was well blotted out," he said, "five big fires had started when we went over and were still burning when we left."

Among the other Canadians over the target were: F/L Ed Hampton, Vancouver; F/O P. B. Key, Calgary; P/O Jack Insull, Saskatoon; P/O R. H. R. Scriver, Peterborough, Ont.; Sgt. Tom Reynolds; P/O W. Duff, Vancouver; Sgt. Don C. Campbell, Durham, Ont.; Sgt. H. J. Perron, Ocean Falls, B.C.; Sgt. H. G. Moerman, Vancouver; Sgt. Harold Dagg, Clanwilliam, Man.; Sgt. Ernie Harold, Sarnia, Ont.; Sgt. Norman Hope, Toronto; W/O T. J. Viczek, Bremen, Sask.; Sgt. T. A. Brine, River Herbert, N.S.; W/O H. B. Hughes, Trout Mills, Ont.; F/S R. H. Rigelhof, Clandonald, Alta.; F/S M. H. Landry, Antigonish, N.S.; P/O L. Steigel, Medicine Hat, Alta.; P/O E. W. Rawson, North Kamloops, B.C.

MANY FLIERS DECORATED IN AWARDS LIST

Six Receive Bar To DFC

Six Bars to the DFC, 93 DFCs and seven DFMs complete the latest list of awards to members of the RCAF announced by the London Gazette this week.

Those receiving Bars to the DFC are: F/L A. A. Sherlock, DFC; F/L E. T. Sherlock, DFC; F/L R. B. Baroni, DFC, Arrprior, Ont.; F/L E. R. Henry, DFC, Kincardine, Ont.; F/L R. H. Pattison, DFC, Toronto; F/O J. A. L. Lymburner, DFC, Verdun, Que.

DFCs

DFCs went to the following:—W/C A. P. Blackburn, New Glasgow, N.S.; S/L F. Y. Craig, Vulcan, Alta.; S/L N. L. Magnusson, Winnipeg; S/L O. N. W. Baker, Preston, Ont.; S/L R. J. Lawlor, Picton, N.S.; F/L H. Brawn, Victoria, B.C.; F/L E. A. Eckel, Toronto; F/L T. Ellison, Vancouver; F/L G. W. Forman, Geraldton, Ont.; F/L E. B. Graham, AFC; F/L E. J. Hawn, F/L E. S. Hempel, Quebec City; F/L J. W. Kerr, Regina; F/L D. R. MacLeod, Kingston; F/L D. W. Maddocks, Toronto; F/L J. D. Mitchell, Montreal; S/L V. G. Motherwell, Vancouver; F/L A. E. Patterson, Orillia, Ont.; F/L J. T. Sheridan, Belleville, Ont.; F/L H. Spector, Toronto; F/L S. Steele, Wallace, N.S.; F/L D. R. Taylor, Regina; F/L H. R. Whittall, Vancouver; F/L C. A. Appleton, Toronto; F/L E. A. Atkins, Cremona, Alta.; D. J. L. Hill, Mount Brydges, Ont.

F/L A. C. MacDonald, Marble Mountain, N.S.; F/L D. S. McKechnie, Edmonton; F/L K. C. Pasmore, Hensall, Ont.; F/L A. R. Smith; F/L M. Steele, Toronto; F/L W. B. Tobias, Morden, Man.; F/L G. O. Ward, Cranbrook, B.C.; F/O A. G. Angus, North Bay; F/O J. S. Beard; F/L S. N. E. Beauchamp, Dauphin, Man.; F/L W. H. C. Boyd, Toronto; F/O J. G. Brewer, Hamilton; F/O W. Bright, Waskada, Man.; F/O N. A. Buchanan, F/O E. H. Cawsey, Moose Jaw; F/O J. H. H. Charlebois, Cornwall, Ont.; F/O D. H. Cheney, Ottawa; F/O C. D. Christian, Victoria; F/O L. A. Corbett,

Nazi Intruder Bothers Returning Bomber Men

Two-Tour Pilot Recalls Highlights From Ops Trips

Being shot down over his own base after completing an attack on Frankfurt, and two ditchings in the English Channel, are highlights of two tours which now are behind F/L E. W. Smith, Metts Beach, Que.

Smith was apparently home safely when his Whitley was attacked by a Jerry intruder which riddled the bomber with machine-gun bullets and cannon shell. Smith was forced to crash-land and his plane burst into flames and he suffered serious injuries. He was confined to hospital with concussion, a broken jaw and burns.

Ditching

Previously the pilot had his first ditching. He was returning from another attack on Frankfurt one night at the controls of a Whitley when it was attacked by a Me110.

Fire from the fighter's guns blasted holes in the petrol tanks. Obligated to set the bomber down into the Channel, Smith and his entire crew floated in their dinghy for six hours before being picked up.

After recovering from his injuries when shot down by the intruder he returned to operational duty and was posted for instructional work in Scotland. Here he experienced his second ditching. His bomber developed engine trouble and once again he and his crew had to take to their dinghy. They were picked up after being afloat for two hours.

When his instructional duties ended F/L Smith started his second tour with the Tiger squadron on Halifax bombers.

New Westminster, B.C.; F/O J. K. Davis, Winnipeg; F/O R. O. De Nevers, Vandura, Alta.; F/O R. C. Diamond, Vancouver; F/O M. R. Dobson, Orillia; F/O T. R. Dickson, F/O W. Downey, Toronto; F/O S. B. Dueren, Hamilton; F/O R. M. Dutkowskl, Regina; F/O E. P. Emerson, Neatleton, Ont.; F/O R. M. Ferguson, Erin, Ont.; F/O R. G. Fink, Winnipeg; F/O J. G. Fultz, Halifax; F/O C. J. Ganly; F/O J. R. P. Garneau; F/O J. A. Giddens, Rollings Dam, N.B.; F/O W. Gray, Vancouver; F/O J. E. Hamilton-Jones, Great Neck, N.Y.; F/L A. B. Hammond, Vancouver; F/O O. J. Harper, Winnipeg; F/O R. Harrison, Vancouver; F/O J. W. Hetherington, New Westminster, B.C.; F/O L. G. Hughes; F/O F. I. Ide, New Westminster, B.C.; F/O V. R. Johnston, Toronto; F/O A. D. Kabash; F/O J. T. Kallal; F/O A. Kalyniuk; F/L T. W. Kettlewell,

FLAK PIECE GRAZES BOMB AIMER'S HAND

During a recent attack on Dusseldorf F/O C. Draycott, Toronto, bomb aimer with the Goose Squadron, narrowly escaped serious injury by a piece of flak while pinpointing a map. Draycott was hunched on his knees pondering over his maps in search of a landmark when a piece of flak penetrated the aircraft, grazed his knuckles and tore an oval shaped hole in the map. Enough of the map remained intact to allow the aimer to "prang" his target.

Through special arrangements with the Intelligence Section he will be permitted to retain the flak-punctured map as a souvenir.

"It was very quiet compared to the first one," he related. "We were shot up by flak a few times."

"On one attack on Bochum an engine packed up on us crossing the French coast. We went on to bomb the target with the propeller windmilling for the balance of the journey to the target and the trip home."

His first tour was with RAF squadrons. He arrived overseas in March, 1941.

Prince Alberta, Sask.; F/O P. A. Labelle, Vancouver; F/O L. A. Fond, Sarnia; F/O G. H. L. Lawson, Vancouver; F/O J. W. McDonald, Prince Albert, Sask.; F/O N. J. MacDonald, Vancouver; F/L D. C. Henrickson, Winnipeg; F/L J. E. H. Gaurdeau, Quebec City; F/L S. H. Minihinnick, Vancouver; F/O D. Bell; F/O J. R. J. M. Desmarais; F/O P. H. Legault; F/O J. L. A. L. Marcotte, Montreal; F/O G. J. Quinlan, Montreal; F/O F. J. Ward, Toronto; F/L R. D. K. Hemphill, Vancouver.

DFMs

The seven DFMs were won by: F/S J. A. H. Ashcroft (now P/O) F/S J. C. Y. Bergeron (now P/O), Montreal; F/S E. J. Brown, Saskatoon; F/S S. C. Cassels, Saskatoon; F/S L. K. Engemoen (now P/O), Wadena, Sask.; F/S L. E. McLean (now P/O), Langley Prairie, B.C.; F/S A. H. Morrison (now P/O), Vancouver.

CANADIAN PILOTS FLY FROM AIRFIELD ONCE HELD BY JAPS

Fliers Serving With RAF Units Return To Bases Over-ruled by Enemy In 1942 Advance

Burma.—Canadian pilots with RAF Hurri-bomber squadrons are now flying operations from the first air strip to be built in re-occupied Burma. Others, in Spitfires and Hurricanes, were established in the week before Christmas on airfields which less than a month earlier had been held by the Japanese.

With the Japs driven from Tiddim to Fort White, then to Kalemyo and Kalewa and across the Chindwin, engineers and bulldozers moved in to selected locations. Landing strips were levelled, RAF advance parties arrived by road, and transport Dakotas began carrying in supplies. First arrivals were kept on the alert by occasional Jap bullets.

P/O E. A. Robinson, Dryden, Ont., and W/O George Colwill, St. Thomas, Ont., were among the first to set their Hurricanes down on the first of the newly-constructed fields. Others were: F/L J. D. Hopkins, Orangeville, Ont.; F/O Frank Forsyth, Russell, Ont., and P/O Bruce Reed, Barrie, Ont.

the most advanced of the new fields—a field taken ready made from the Japs—include F/O Melville Watson, Toronto; F/O Don Rathwell, St. Vital, Man.; and F/O Bill Fell, Norwood, Man. They enjoy a measure of satisfaction from the advance because their squadron was amongst those driven from Rangoon in 1942.

ENDS TOUR

Born in Cuba of British parents, and a former resident of Guatemala, F/O S. D. Honeyball, bomb-aimer with the Lion squadron, recently completed his first tour.

GAUMONT Haymarket MARBLE ARCH PAVILION For Times of Performances See Daily Press DAVID O. SELZNICK presents "Since You Went Away" His first production since "GONE WITH THE WIND" and "REBECCA" Mounted by John Cromwell UNITED ARTISTS

CARTOON CORNER



"DRUNK? LADY, WHO EVER HEARD OF A CANADIAN DRUNK? WE'RE JUST HAPPY 'COS WE'RE GOING HOME!"

THE WORLD'S MOST FAMOUS "Mr. & Mrs."...

great lovers again, although this time they fight like devils, too... in the superb film based on Louis Bromfield's "best-seller."

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—FRIDAY— WITH EDWARD ARNOLD, AGNES MOOREHEAD, GLADYS COOPER, Frances Rafferty, Tom Drake, Peter Lawford, Etc., Etc.

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