



RCAF HURLS WEIGHT AGAINST GERMAN TRANSPORT CENTERS

FLYING BOAT ATTACKS SUB

Aircraft Drives off U-Boat from Convoy

Operating in the North Atlantic within close range of an important Allied convoy, a U-boat was recently hunted down and attacked by an RCAF Sunderland flying boat of RCAF Coastal Command, piloted by F/L B. L. Whitney, Saskatoon.

No opposition was encountered and depth charges, dropped from a very low level, were believed to have straddled the enemy target. Naval escort ships were later called to the scene to carry out an extensive search.

Assigned to act as aerial escort, F/L Whitney and his crew noticed the U-boat at a range of some miles. The enemy was immediately attacked and a flame float dropped to mark the position.

The flying boat, following its attack, kept circling while naval escort vessels searched the area but no further trace of the U-boat was seen. The convoy arrived safely at a British port.

100,000



On February 1, the fourth anniversary of the foundation of the Air Training Corps, John Webb, Bromley, Kent, became the 100,000th ATC cadet to join the RAF. During the battle of Britain he went to Canada. He joined Canada's ACC in Toronto, and recently returned home to join the RAF through Britain's ATC. He will soon commence training as a radar mechanic.

(Official RCAF Photograph.)

WOLF FIGHTER RIDES ROOFTOP

F/O R. M. Tegardine, Oakland, Cal., RCAF fighter pilot, is possibly the only flier ever to crash-land his Spitfire on the roof of a house and step out of the cockpit under his own steam.

As a matter of fact, the cockpit, with the battered stubs of wings attached, was about all that was left of the plane after it lit.

Tegardine was taking off in a Wolf squadron formation to escort medium bombers to Germany when his engine cut out as he was only a few hundred feet up. Ahead loomed a row of buildings on the outskirts of the town. He tried to circle them but found himself in their midst, shearing off chimney pots, finally settling on a flat roof.

Dazed after the impact, Tegardine nevertheless climbed out of the cockpit and slid down the wing into the arms of Belgians. "All I remember," he said, "is that house coming up and next thing I was standing on the roof."

STATION BOSS

G/C H. H. C. Rutledge, Ottawa, Ont., has been appointed station commander from where the Tiger and Porcupine squadrons operate.

Typhoon Squadron Leader Survives Direct Flak Hit

Two days after pilots of an RCAF Typhoon fighter-bomber squadron had seen their leading aircraft disintegrate in mid-air after being hit by flak and had reported the loss of a Canadian squadron leader, British troops phoned their airfield to advise that a Canadian pilot had walked into their lines.

The squadron was bombing a town behind the enemy lines in the face of intense anti-aircraft fire. Pilots saw their leader's machine receive a direct hit and go to pieces. Since they saw no parachute, they considered their leader had been lost.

But the pilot who walked into the line held by British troops, the same troops the squadron had been supporting, was the missing squadron leader.

He was dazed from self-administered morphine to ease the pain of a dislocated shoulder. He told how he had stayed hid-

den in some bushes only a few hundred yards from buildings on the edge of the town while artillery shells went over his head. He was showered with dirt from bomb blast when the Typhoons returned to the attack next day.

"I saw a German engineer winding telephone wire on a spool within a few feet of me," he told his fellow pilots. "The telephone wire was passing only inches from my foot. I didn't move and the engineer went right past me."

THREE BLOWS SMASH REICH RAIL ARTERIES

Marshalling Yards, Oil Plants Bear Brunt of Allied Air Assault; Ruhr Industries Hit

CREWS BOMB THROUGH THICK CLOUD

Canadian bombers wielded a high-explosive knife on three nights last week to slash at—German arteries feeding reserves from the west to the Russian front. Marshalling yards, communication centres, oil plants and railways were the butt of the RCAF and RAF blows.

First blows struck against Nazi regrouping fell last Thursday night and Friday morning in twin attacks against the Mainz marshalling yards and the communication centre of Ludwigshafen. The following night, Wiesbaden and Wanne Eickel were the targets. Sunday night, the Allied bombers plastered the Osterfeld benzol plant and the railway centre at Bonn.

LYNXMEN DUEL FIVE MILES UP

Mossie Pots Jul88 At Record Height

New record for high altitude combat is believed to have been set up by a crew of the RCAF Lynx squadron recently when they shot down a Jul88 at 27,000 feet. Flying a Mosquito, F/O Allan Sherrett, Kenora, Ont., pilot, and F/L Ken MacKenzie, Foremost, Alta., navigator, formed the winning team.

They sighted the German aircraft near Frankfurt. It was then at 15,000 feet and before they were through the chase, they were more than five miles above ground.

Making a dead astern attack, F/O Sherrett missed with his first burst but his cannon connected squarely the second time. "There was a vivid explosion," he said, "and then the Jerry went into a port spin, turned over and finally blew up on the ground."

An RAF crew verified the destruction. Sherrett, 20, and MacKenzie, 21, are the youngest crew on the squadron. It was the first time they had ever been over 25,000 feet in an aircraft. Their Mosquito attained a true airspeed of 398 miles an hour catching up to the Hun.

So much petrol was used in the stiff climb and long chase, that the crew had to make an emergency landing at an American airfield in France.

MOSSIE MAULS NAZI CROSSING

Two bombs from a City of Edmonton squadron Mosquito flown by S/L Doug Annan, Hamilton, Ont., wrecked an important railway bridge recently. The rest of the load was placed on the principal intersection of the main Autobahn de luxe highway, eight miles from Cologne.

They finished off the job by strafing a motor transport convoy. They were officially credited with the destruction of one truck. The night before, Annan and his navigator, F/O Alvin MacIntosh, Trenton, N.S., were over a power station 10 miles west of Cologne and the bombs were aimed at a huge smokestack. Smoke mushroomed into the sky, proof that something was hit.

THURSDAY

Desperately needed railway yards at Mainz had scant searchlight and flak protection as Canadians flew in RAF crews to choke off troop transfers to the defence of Berlin. Halifaxes from RCAF Bomber Group joined in the trip.

Lancasters of the Group went to Ludwigshafen further along the Rhine. The attack was conducted through ten-thousand cloud. Flak was negligible as German searchlights aimlessly probed the skies. Fires from the bombed area could be seen for 75 miles and some fliers said, through the breaks in the cloud they could see streets and buildings burning.

Bluenose squadron pilot F/L Lionel Coulter, Abbey, Sask., and Tiger pilot F/O H. A. Mitchell, Regina, both weathered fighter attacks over the target.

FRIDAY

Canadian-built Lancasters from the RCAF Group struck at Wiesbaden, once famed pleasure resort on the Rhine, now used as a troop depot. Halifaxes went to the synthetic oil plant at Wanne Eickel in the Ruhr. This target also felt the weight of Canadians flying with RAF crews.

Airmen returning from Wanne Eickel said the fires on the target could be seen 60 miles away. Both attacks were made through heavy cloud and under difficult weather conditions.

"Cloud was so thick you could see nothing on the ground," said F/L F. S. Smith, DFC, Selkirk, Man. "There was lots of flak over the target."

Other Canadians in the attack were F/O W. S. Farmer, Sault Ste. Marie, Ont.; F/O J. K. Smith, Toronto; P/O J. R. Tourangeau, Arnprior, Ont.; F/L F. F. Armstrong, Owen Sound, Ont., and P/O D. E. Heaps, Toronto.

SUNDAY

A strong force of Canadian heavy bombers was represented in attacks on the Osterfeld benzol plant, and on Bonn.

The former was an all-Canadian effort. Bonn was attacked in force by RAF and Canadian heavy bombers. Because of heavy cloud, bombing was done on instruments. Fires and large explosions however were seen. Opposition was not heavy.

"There was a big red flash as we were coming out from Osterfeld," said F/L Robert Gall, Edmonton, Goose squadron pilot. "My tail gunner said it was so bright he had to look away."

"We could see the fires of Bonn for 150 miles as we returned," said F/O Jack Prime, Saint John, N.B. Bluenose squadron pilot.

LEADS CANUCK SPIT WING



English-born G/C P. Stanley Turner, DSO, DFC and Bar, RAF, Toronto, has assumed command of the all-Canadian Spitfire wing of 2nd TAF formerly led by G/C W. R. MacBrien, Ottawa. G/C Turner fought in the Battle of Britain with W/C Douglas Bader's celebrated Anglo-Canadian squadron and more recently commanded the RAF wing in Italy with which his old unit, the City of Windsor Squadron, still flies.

(Official RCAF Photograph.)

PILOT RECEIVES HIGH AWARD FOR DARING BOMBER ATTACK

Transport Fliers Earn Gongs For Serving Arnhem Fighters

With two engines put out of action, the hydraulics useless, and other equipment so badly damaged that two crew members had to assist him by pulling on the rudder controls, F/L John Alan Anderson, pilot, carried out a successful attack on Bottrop and then flew back to base, where he made a masterly landing. Anderson is awarded an immediate DSO in the latest list of decorations for RCAF personnel, which includes 10 immediate DFCs, 11 non-immediate DFCs, and two non-immediate DFMs.

SEVEN PILOTS EARN AWARDS

Word that seven pilots with a RCAF fighter wing on the continent had each been awarded the DFC coincided with the destruction of the wing's 210th German plane.

The seven Spit pilots have a total of 31 destroyed, 11 probables and 10 damaged, though not all of these victories were won on operations with the same wing.

Five of the pilots have left the wing on completion of first and second tours. They are S/L E. P. Wood, Bracebridge, Ont.; F/L G. M. Smith, Nelson, B.C.; F/O W. F. Cook, Clinton, Ont.; F/L J. D. Orr, Vancouver; and F/O G. F. Ockenden, Edmonton.

Two of the DFC winners still fly with the wing. They are F/L D. W. Harling, Westmount, Que., and F/L Neil G. Russell.

TYPHOONS SLASH KRAUT TRANSPORT

Striking at German rail lines and rolling stock opposite the British 2nd Army front, RCAF Typhoons last Friday damaged five locomotives, half-a-dozen freight trains and cut tracks in nine places.

Three of the engines were shot up by pilots of the City of Ottawa squadron which also made four direct hits on railway junctions southwest of Munster. P/O William Clifford, St. Catharines, Ont., led one section while F/L Harry Hardy, Timmins, Ont., led another. City of Montreal Wildcat squadron pilots attacked rail lines near Coesfeld.

Immediate DFCs have been awarded to W/C Allan Chester Hull, Ottawa; F/Ls Samuel Stevenson Finlay, transport pilot; Gerald Purvis Hagerman, transport pilot; Lynns Raitt Pattee, Hawkesbury, Ont., also a transport pilot; Rooney Alexander Hodgins, Ottawa, fighter pilot; John William Nell, Nanaimo, B.C., fighter pilot; Joseph Guy Rene Wilfred Siccotte, St. Hyacinthe, Que., bomber pilot; Ronald Lee Cox, Shelburne, N.S., F/O Lyle William Sittlington, Watford, Ont.; and P/O Harold Graham Grant, Winnipeg, pilot.

Non-immediate DFCs have been awarded to F/Ls Sydney Simon Shulemson, DSO, Banff and Montreal; Howard Leonard Wainman, Orillia, Ont.; Andrew James Phillips, Saskatoon; Courtney O. R. Clacken, Jamaica, B.W.I.; Douglas Franklin Husband, Toronto; Andrew Lloyd Sinclair; F/Os Thomas Swindale Wilson Harvey, Hines Creek, Alta.; John Robert MacDonald, Calgary, Alta.; Edward Arnold Wells, Vancouver; Anthony Vincent Rugienius, Montreal; and P/O Douglas Malcolm Finlayson.

Immediate DFMs have been won by F/S Norman Frankland Hall, Weston, Ont., navigator, and F/S Raymond Austin Toane, Edmonton.

No Milk Run
F/Ls Finlay, Hagerman and Pattee, transport pilots, received their decorations for outstanding work in connection with taking supplies to British forces at Arnhem.

Finlay, after delivering his supplies, was attacked by a fighter. The starboard engine was knocked out and fire started in the starboard wing and part of the fuselage. The fires could not be extinguished; then the port engine became erratic. Though smoke and fumes obscured his vision, he made a

(Continued on page 4, col. 2)

Headquarters

A full house greeted the first discussion night arranged by the educational branch when Leonard C. Marsh, Canadian economist and author of the Marsh report, was guest speaker. He is currently associated with UNRRA.

Marsh dealt with the question, "Will There Be Jobs?" and outlined the possibilities for full employment in post-war Canada. He spoke briefly and then considered questions from the floor. W/C R. M. Winter, senior education officer, was chairman. More of these discussion sessions are planned and will be announced in due course.

Marian Winter is earning those stripes this week cooking up a schedule for the would-be badminton champs. The tournament will start next week sometime, with 16 teams ready to go in the mixed doubles, 23 young ladies searching for the feminine singles crown, and 18 men battling it out in the male singles section.

Pretty lace effects are taking their toll around the camp, and people are purchasing the printed ones on the Valentine dance tickets. It should be a *weird* affair. But the committee isn't even waiting for the first dance to finish. They're planning a St. Pat's affair next month.

S/L W. J. McCreary, UKBAU, was the lucky gent when the hockey team officials had drawn the winner of the watch in their recent raffle. The club will start its playoff next week with the first of a series against the Lynx squadron representatives.

MILLER TAKES OVER RCAF BOMBER BASE

A member of the RCAF permanent force since 1931, Air Commodore F. R. Miller, Ottawa, has assumed command of the bomber base in RCAF Bomber Group from which the Lion, Blison, Tiger and Porcupine squadrons operate.

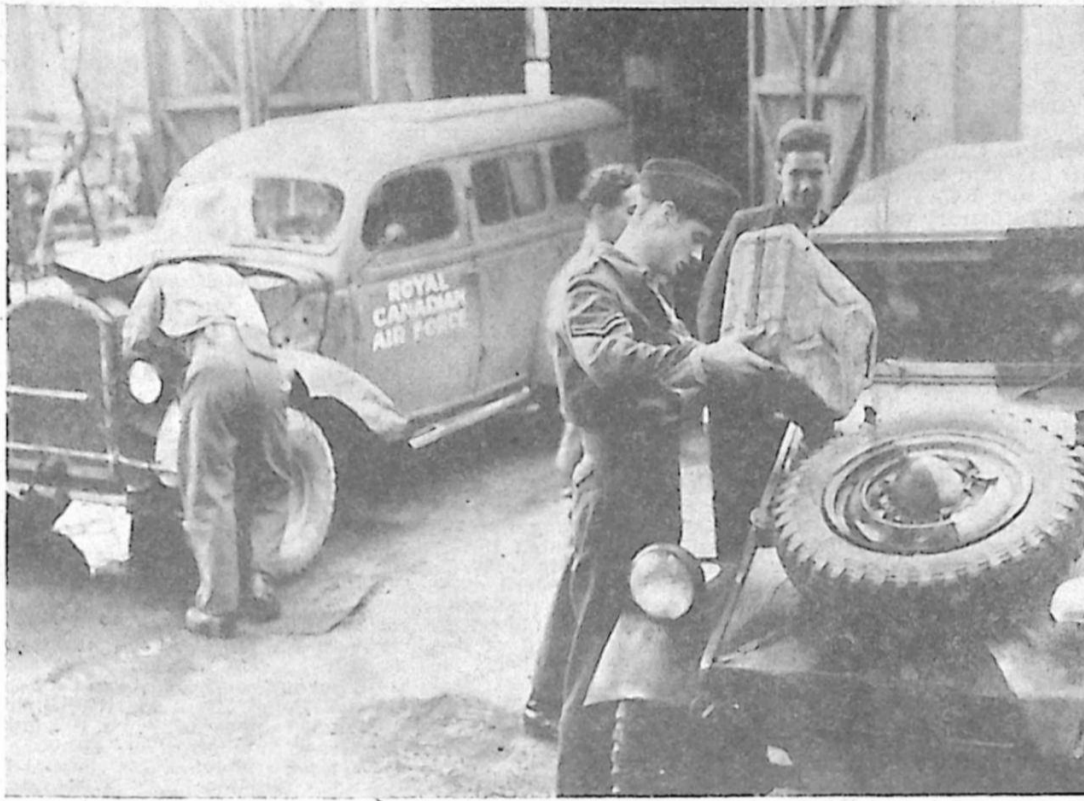
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FILL 'ER UP



Cpl. M. E. "Red" Rae, Mount Forest, Ont., does a refuelling job on a visitor's jeep at RCAF District HQ, Italy. The jeep is German-made. (Official RCAF Photograph.)

NIGHTFIGHTER CORNER

Flight Stages Stag

The "B" flight stag mixer was strictly a *beaucoup* success. Officers and air crew threw the soiree. The piano was handled by Ken Purse and the "geetar" by Doc. Johnson who, together, provided the musical accompaniment to the quartets.

Orderly room bashers Cpl. Cy. Kennedy and LACs Simmons, Matheson and Oke are busily engaged in dispatching the outgoing tide of repats and receiving the incoming replacements. New faces around the dispersals include F/S Handfield, Sgt. Innes Sorsdahl, Axworthy, Cpls. Kinney, Longpre, Hrehorak, Balcon, Dorcas, and LACs Morse, Bouquet, Drumm, Brawn, Stratham, Gilbert, Symenuk, Struthers and McLaughlin.

After a three-week lay-off, the Nighthawk basketballers mixed it up in a practice scrimmage with champ American army cagers. The Americans are the upper crust of a U.S. Army seven-team league. Hawk coach Cpl. Jack Green and manager Cpl. Frank Grigg plan a series of games with U.S. teams in the Yank cage circuit.

The Nighthawk C/O spends so many nocturnal hours aloft that he receives personal visits from feathered fly-by-nights. While doing a DI on the winco's kite recently, Cpl. "Duke" Coppel and LAC Bill Thompson found a pert young barn owl squatting on the control column.

The second Canada House talk by wing I.O., F/L Doug. Baker, attracted a good number of war "why and wherefore" conscious erks. Baker's topic was the Rundstedt break through. Next lecture will deal with the Far Eastern theatre and the Russian offensive.

With most of the veteran mechs repatriated, Maintenance is now a comparatively new section from the manpower viewpoint. Sgt. Larry Curtis is

the only remaining veteran senior NCO in R. and I., acting as deputy supreme commander under F/S Handfield. Jimmy Mumford heads the veteran corporals' list, followed by Len Clements, L. Goode, Dick Connop and Fred Vanderpast.

With the temperature going well below zero lately, R. and I.'s crosscut saw has been humming to the tune of "more wood." The boys find a warm billet a real paradise after working all day in the brisk (and, brother, we mean it!) air. Lumber-jacks having nothing on the boys in R. and I. when it comes to cutting wood; they'll saw up anything from fence posts to Jerry-built hangars—if they'll burn, they're all the same to them.

THE GHOST WALKS

Key Men Named

As there is a short lull in the haunting season this is a good time to insert the slate of officers holding down key jobs in the operational end of things in 1945. Leading ghost or CO of this squadron is W/C M. W. Gall, Lachute, Quebec, recently a member of the Lion Squadron.

Other key men are S/L H. L. Kay, Toronto, OC "A" Flight, posted in from the Iroquois Squadron; F/L R. W. Swartz, Kitchener, Ont., OC "B" Flight; F/L Hal Wilson, Toronto, navigational leader; F/L Ernie Parmenter, engineer leader; F/L Art Durocher, Eagle River, Ont., signals leader; F/L Jimmie Lawson Vancouver, gunnery leader; F/L Ross, Oxford, N.S., bombing leader.

Starting out on a second tour, F/O Doug Craton, skipper from Vancouver, and his crew have seen little to date of their new engineer, Sgt. Lou Lewellyn, Hamilton, who is still looking forward to his first op. After clearing up the ear trouble which had grounded him, Lou essayed a training flight with another crew and wound up at the end of a rope. Fortunately rope was attached to a parachute which eventually deposited him carefully in an English hedge.

Tiger Howls

Ranks were saddened with the news that F/L Dick Howard, Dundas, Ont., squadron adjutant, was posted to a nearby base. He was equally popular with air crews and ground crews alike.

LAC Bill Leavell, Calgary, suffered leg injuries in a recent accident and is now basking in hospital. In the meantime LAC "Huck" Taylor, Borden, Sask., has assumed the double duties of armorer-tractor driver. He claims he "just can't let the squadron down at a time like this."

Recent correspondence from old boys who are now in the land of the maple reveals that there's still plenty of steak, turkey and ice cream on the menus. LAC P. P. Wilkinson, who finally reached Vancouver shortly after Christmas, wrote that he and "Shorty" Lawrence, both former members of the armament section, dined on the above dishes from Montreal to the coast.

S/L Green, recently promoted to that rank, now commands "B" Flight.

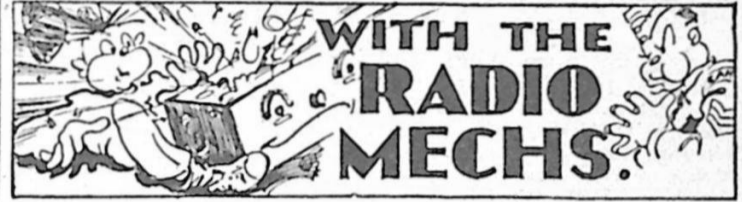
—LAC L. A. Roberts.



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RADIO ROUNDUP

Busily engaged in signals work in the Middle East now is F/L Warren Rothwell, Winnipeg. Rothwell used to pitch for Wilkie in the hey-day of Saskatchewan junior baseball league.

Cpl. Jim Schaefer, ex-Queen's radio grad, mosed through London on leave recently from his station in Northants. He brought news that a former classmate, LAC Doug Stirling, former school teacher in Saskatchewan, is also sharing the shiftwork on the same station.

NORTH ENGLAND

Congratulations to F/O Pickup, Sgt. Johnny Walker and LAC Cliff Longton. Pickup is now displaying a wider ring. Walker has added a third and Cliff recently became a proud father.

These memorable events were celebrated in the usual way. F/O Wildgoose, his usual cheerful self, led the singing. Cpl. Norm Farmer found the snow-covered roads a bit difficult when the transport broke down en route home.

Jack Scarliffe and Hugh McVitty have returned from leave. Jack reports on time spent in Scotland, while Hugh looked over the colleens. LAC Ted Touri also returned from a leave in North Ireland recently.

Sgt. Sanderson and LAC Ian Dick are being exposed to the ministrations of a gen school these days. Bob Sizeland has also been detached for a time. Herb Parkes received a couple of bananas in a parcel last week. To remind everyone that such a fruit is still being grown, he left the empty peel on the table of the billet for all to see.

Cpl. Johnny Longdon is feeling much like an Arabian sheik these days, as he attempts to keep his quartette of WAAF electron tamers busy taming electrons.

—LAC G. Maybee.

LOW FLYING GIVES PILOT LONG MINUTE

Flying low to avoid freezing weather, F/L Gordon McClatchie, Delhi, Ont., plunged into a cumulus cloud, describing it as "a minute that seemed like an eternity."

The City of Edmonton squadron pilot's Mosquito was tossed about all over the place when caught in the up-and-down drafts of the cloud during his first op over the continent.

To add to the hazards he was flying only 500 feet off the deck.

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RECEIVES AWARD

(Continued from page 1.) good crash landing without any of the crew being injured. Hagerman made two successful runs over the area despite heavy ack-ack fire, and then was involved with six Hun fighters. His aircraft was so badly damaged it was necessary to abandon it, but he did not leave until satisfied all other crew members had got out safely.

Pattee dropped his containers on the second attempt despite heavy opposition by ground fire. His machine was damaged badly, but he made a successful crash landing behind Allied lines.

Fighter Pilots

F/L Hodgins has destroyed three enemy aircraft and put more than 50 vehicles out of action, the Gazette states. In September he destroyed two Huns in a fight with a superior force of the enemy.

F/L Nell, now a prisoner of war, has destroyed five enemy planes and damaged several more, and has effectively attacked many vehicles.

F/S Hall, navigator, was hit by shrapnel from ack-ack as his bomber neared Dortmund. He was wounded in the leg but, despite the pain, continued with his duties. He was given first aid and navigated for a successful attack on the target and then for the return trip.

F/L Cox, F/O Sitlington, and F/S Toane were pilot, wireless operator and rear gunner respectively of a bomber hitting Oberhausen in November. Soon after leaving the target the aircraft was hit by bullets from a Hun fighter. Both inner engines were knocked out, the intercom and hydraulics rendered useless, Sitlington was wounded in the face and arm and Toane was injured in the face, arms and legs.

The Hun fighter struck again and further damage was done. The bomber went into a dive but Cox was able to level out. Meanwhile Sitlington put out a fire which had started in his cabin. Toane, almost blinded by blood from his face injuries, remained in his turret keeping his guns in action. Cox flew to the UK and made a successful crash landing at the first available airfield.

F/L Clacken once flew through a withering ack-ack barrage to attack enemy concentrations and stop a counter-attack. He also participated in Camrose, Alta.; F/L J. E. destruction of a heavily defended Agrios, DFC, Camrose, Alta. bridge.

Honor Chief of Air Staff At Bomber Group Banquet

Tribute to the British Commonwealth Air Training Plan was paid and policy matters of present and future interest to personnel of Canadian Bomber Group in Britain were discussed by Air Marshal Robert Leckie, CB, DSO, DFC, Chief of the Air Staff, RCAF, when he visited the Group last week as part of his itinerary while in the United Kingdom.

The Air Marshal's remarks were made at a banquet tendered in his honor by the Group's senior flying and administration officers. It climaxed a tour of the Group lasting several days, during which the Air Marshal visited bases and stations and was the guest of Air Vice-Marshal C. M. McEwen, CB, MC, DFC and Bar, Air Officer Commanding the Group.

Of the BCATP, due to be dissolved on March 31st, Air Marshal Leckie said, "The British Commonwealth Air Training Plan is coming to an end. It was a fine conception of four parties—Britain, Canada, Australia and New Zealand—working together and it has achieved its purpose."

The Chief of the Air Staff paid a glowing compliment to Bomber Group, when he said, "The fame of the RCAF Group is very high in Canada. There is a quiet, restrained feeling of tremendous pride, in Canada, for your achievements. I would not want to say more. I could not possibly say less."

During his tour of bases and stations, Air Marshal Leckie presented the Handley-Page Trophy to S/L M. E. Ferguson, Sarnia, Ont., CO of the Moose squadron, which flies Canadian-built Lancasters. The trophy is awarded monthly to the squadron in the Group having the lowest accident rate. The presentation was for the month of December '44.

On the same day, the Air Marshal also presented the Bristol Aeroplane Trophy to W/C A. C. Blackburn, Aylesford, N.S., CO of the Bluenose squadron, which earned the monthly award for the highest record of bombing accuracy in December.

Air Marshal Leckie was accompanied by Air Vice-Marshal R. R. Collard, CBE, Canadian Air Member for Works and Buildings, and by W/C R. Hamilton, M.B.E., the Air Marshal's Personal staff officer.

DEMON DOINGS

Sky Mascot Grounded

Skyways are plenty cold these days, so P/O J. McGrath, Windsor, decided that Blackie, his cocker spaniel flying companion, should be grounded for the rest of the winter. Blackie has well over 200 flying hours to his credit, and now spends his time chasing ducks down by the dispersal while his boss is on ops.

F/L J. O. McAusland, Alton, P.E.I., has been posted to replace F/L Sid Tooke as our education officer.

Also posted in are P/O A. Snyder, Brantford, Ont., P/O J. F. Whitlock, Raymore, Sask., and P/O A. J. Perna, Toronto, all WOP/AGs. F/O W. G. Grant, Vancouver, and F/O B. A. Quinlan, DFC, Calgary, have arrived with their respective crews.

Automatic promotion gave the wide ring to P/Os D. B. Aiken, Toronto; J. W. Aulenback, Bridgewater, N.S.; G. Blyth, Toronto; H. C. Meston, Windsor, Ont.; N. E. McLean, Waterside, N.S.; S. C. Miller, South Maitland, N.S., and J. G. Power, Vancouver.

F/O Goldhammer, Toronto, has been with the squadron for the past few weeks and has added several splendid sketches to his already large RCAF artists collection.

Among those recently posted home on completing their overseas duty are F/S H. W. "Pop" Ridge, Hamilton; Sgt. R. E. Miller, Quebec City; Sgt. G. E.

Grace, Montreal; Cpl. S. M. Harper, Vancouver; LAC Groat, Vancouver, and LAC J. M. Hetherington, Sherbrooke, Quebec.

Replacements included F/S F. L. Tiberio, Stettler, Alta.; F/S R. J. Cusson, BEM, Fort William; Sgt. J. J. Jantz, Winnipeg; Sgt. R. G. Russell, Ottawa; Cpl. D. W. McKenzie, Qu'Appelle, Sask., and Cpl. R. R. Frantz, Vancouver.

W/C A. E. Miller, of the RAF, recently paid a very high tribute to the boys of our echelon, thanking them for the remarkable standard of serviceability maintained throughout the year. F/S Rod Webb, Havelock, Ont., is the spark behind the good work.

The Demons showed they weren't all devil and really had a heart when they dug for flowers and other comforts for LACW Hallas. Gwen was injured in a train accident recently.

Roller skating is in full swing despite a few nights off caused by the hangar flooding.

FILM LOG

"BOWERY TO BROADWAY"

(Leicester Square Theatre)

Chock-full of the music and scenes of vaudeville's hey-day in the good old Bowery, this musical dishes up a splendid 94-minutes of nostalgic entertainment. Jack Oakie dominates the spotlight in his lovable ham-acting style but is hard-pressed by a sparkling supporting cast including Donald Cook, Susannah Foster, Maria Montez, Turhan Bey, Ann Blyth, Andy Devine, the frog-voiced orator, is rather a revelation as a priest. Rosemary De Camp and Frank McHugh, Leo Carrillo are good in supporting roles.

Thirteen songs including many old Bowery favorites as "Yip-I-Addy-I-Ay," "Wait Till the Sun Shines, Nelly," and "Under the Bamboo Tree." Donald O'Connor and Peggy Ryan justify their solitary appearance in a Bowery take-off number called "He Took Her for a Sleighride in the Good Old Summertime." Beauty Louise Allbritton as Lillian Russell is a real eye-fel.

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ENTERTAINMENT GUIDE

Table with columns for THEATRES and LEICESTER SQ. THEATRE. Lists shows like 'BOWERY TO BROADWAY', 'THE THIN MAN GOES HOME', 'THE WOMAN IN THE WINDOW', etc.

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