



HEAVIES HELP SOVIET ARMIES

RCAF BOMBERS STRIKE CLOSE TO EAST FRONT

Air Crews See Eastern, Western Battles During Attack Against Dresden; Bitter Cold Over Chemnitz

OIL WORKS AT BOHLEN BLASTED

Russia's advancing armies were given Canadian support as RCAF bombers struck smashing blows at important cities directly in their path last week. Dresden and Chemnitz were the Nazi centres pounded by Halifaxes and Lancasters. The synthetic oil plant at Bohlen, near Leipzig, was another target for the Canadian heavies.

Dresden, less than 70 miles from the Red Army force of Marshal Koniev, was left saturated with fires according to reports from returning aircrews. Earlier, Halifaxes of the group attacked synthetic oil works at Bohlen, and there, too, a successful attack was reported. Many Canadians flew 20 hours out of 28 when they followed up the ceaseless attack by striking Chemnitz. Great explosions and glow of fires were seen.

Red Guns

First Canadian to report seeing both the eastern and western fronts on the same night was F/S Frank Bramley, Toronto, mid-upper gunner of the Iroquois squadron during the Dresden attack.

"As we left the target I could see endless fires and explosions in the east," said Bramley. "The Russians were laying down all kinds of stuff on the Germans. Gun flashes spattered all along the western front as well, but not to compare with the eastern."

"I have never seen a target pranged so well since a raid on Essen in 1942" was the comment of W/O C. S. Caverhill, Toronto. "It was a perfect attack and we could see the target for 60 to 70 miles going and still see it burning all the way coming out of Germany."

The majority of the Halifax crews reported the bombing of the oil plant at Bohlen as accurate and described the raid as successful, with little fighter opposition and only moderate flak. F/L W. R. Austin, Hamilton, claimed that the toughest part of the trip was its length.

Flak and searchlight defences menaced the bombing force at Chemnitz and German fighters were encountered. Dropping their loads of incendiaries and

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MOSSIE PEGS HUN FACTORY

Direct Hit Fires German Buildings

New members of a City of Edmonton Mosquito squadron scored a direct hit with a 500 pound bomb and completely gutted a large German factory near Duisburg recently. F/L Hank Loriaux, Toronto, piloted the machine. His navigator was F/L Bill Sewell, London, Ont.

The bomb dropped squarely in the middle of the factory, a large building with three big smokestacks. A split second later flames were seen spreading rapidly. By the time Loriaux and Sewell left the area, the entire place was aflame. Hours later it was still burning.

"We must have hit something vital," said Loriaux. "It was just as if the bomb had exploded in an oil tank."

Two hours after the fire started, other crews of the squadron were met by a barrage of ack-ack when they attempted to stoke the flames with more bombs.

BULL'S-EYE



This view of Heinsberg, taken when troops moved in following bombing attacks by Second TAF, shows their pulverising effect.

(Official RCAF Photograph)



SIGNS OF THE TIMES

The sign-studying-men in the picture are F/S Jack A. Ryan, Toronto, and F/O Victor P. Davidson, Montreal. The bill boards were erected by the Canadian Army.

(Official RCAF Photograph)

TYPHOONS HIT ROCKET SITE ON CONTINENT

Launching Locale Hid Near Factory

Holland. — Three squadrons of Typhoons rained 24 tons of bombs upon an enemy V-bomb launching site cleverly concealed among factory buildings 15 miles south of Rotterdam on Saturday, while at the same time two other sections scored eight cuts in the enemy's Ruhr railways.

The fighter-bombers attacked in line astern, one positioned close behind the other, bombed, and then pulled up until, as one pilot reported, the picture resembled a giant ferris wheel with the column of smoke from the launching site rising hundreds of feet below.

The target was a closely-packed group of buildings. It was south of the site in an open field that S/L James Hogg, DFC, Ottawa, noticed evidence that the sites had been used recently, and that all the rockets did not take off successfully.

Member of the City of Westmount squadron, F/O Arthur Derouin, Windsor, Ont., reported, "There was a tall smokestack from one of the middle buildings and it had been knocked down by the bombs, but a great column of black smoke was coming up from where it had stood."

"The bombing was good, all of them in the target, with black smoke all over," said S/L James Beatty, St. Catharines, Ont.

F/L Donald Barbour, Limerick, Sask., who led the City of Ottawa squadron in this attack said, "The attack was rather impressive, with all the Typhoons in line astern."

FIRST SEARCHLIGHT JOE HEADING HOME

Cpl. G. J. Cairns, Radville, Sask., the first Canadian to take the airdrome - searchlighting course in Britain, has passed through a repair depot en route to Canada.

With a crew of eight under him, it was his responsibility to supervise the control, maintenance and upkeep of the batteries of searchlights which throw up a lighted canopy over airdromes in all weathers.

Two DSOs for RCAF PILOTS STUDY Fliers in Awards List TANK TACTICS

Lethbridge Fighter Ace Wins DFC for Sensational Scoring

Award of immediate DSOs to S/L James Richard Dow, DFC and Bar, Winnipeg, and to S/L William Alfred Olmsted, DFC, Hamilton, Ont., is announced in the London Gazette in the latest list of 182 decorations for Canadian fliers, including the immediate DFC to Richard Joseph Audet, Lethbridge, Alta., fighter pilot with the Grizzly Bear squadron.

FLIER SCORES IN OVERTIME

Extra Minute Allows Gunner to Tag Nazi

Ordered to abandon his blazing Lancaster, 19-year-old F/S J. G. Macnamara, Thorold, Ont., asked if he could stay another minute to shoot down the German nightfighter which had damaged the bomber. The request was granted. Despite two jammed guns, Macnamara shot down the fighter. Then the crew jumped to safety.

Pilot of the Lanc was another Canadian, F/O D. B. Freeborn, DFC, Ottawa. Returning from an attack on Bottrop recently, Macnamara spied the Ju88 first. It closed in from starboard and was engaged. Both starboard engines of the Lanc were hit by the fighter's shells and were set on fire.

Flames spread rapidly and Freeborn decided to abandon the aircraft over Belgian territory. It was then Macnamara asked for his extra minute.

The crew baled out and when they were found, soldiers were so suspicious that they had some difficulty in proving their identity. However, they managed to pass and are now back in Britain. The destruction of the Junkers was confirmed by a 2nd TAF Fighter Group.

The Gazette says of S/L Dow that "since being awarded a Bar to the DFC this officer has participated in many sorties against dangerous targets. The success achieved reflects the greatest credit on the efforts of this officer whose skill and determination have been outstanding."

Dow was air bomber in an aircraft attacking a target near Calais in September. Owing to the proximity of Allied troops, precise bombing was essential. Considerable anti-aircraft fire was directed at his machine while over the target, but he executed a successful attack from low level, the citation states.

The Gazette says that S/L Olmsted has led his squadron on many sorties resulting in great loss on the Germans. He has himself been responsible for putting out of action a large number of mechanical vehicles, numerous locomotives and coaches, and much other equipment. He also has destroyed four enemy aircraft. The citation pays tribute to his brilliant leadership and outstanding skill and courage.

F/L Audet receives his decoration for his destruction of five enemy aircraft in a dogfight over the West front. He had not scored any victories over enemy planes previously. He now has a total of 11½ planes destroyed.

Receiving non-immediate Bars to the DFC are W/C Arthur James Lewington, DFC, Oshawa, Ont.; S/Ls Donald John

(Continued on page 6, col. 6)

Army Man Teaches Tank Destruction

Holland.—Almost every day at a Canadian top-scoring Spit wing of 2nd TAF, pilots may be seen carefully studying a deployment of German tanks and armoured cars in miniature, defending an area against attacking British armour of comparable size.

The fliers are, in effect, attending a tank school where the principles of air-to-ground recognition of enemy armoured vehicles are elaborated by Capt. R. S. Forbes, Toronto, Governor-General's Footguards, air liaison officer with the wing.

In the briefing room is a large sand table on which is reproduced to scale an area about a mile by half a mile in territory lying ahead of one of the Allied armies' fronts. All natural features are included—undulations of the ground, rivers, bridges, sunken river-bank road with its screening vegetation, copses, roads and many tank traps.

The German armour, holding higher ground with its tactical advantages, is partially dug in behind tank barriers composed of traps and "tiger's teeth" in turn covered by anti-tank strongpoints.

Constructed to scale, this affords the pilots a practical method of learning the appearance of commoner German tanks. It permits recognition of tanks when hidden in woods, when in hull-down positions and other camouflaged conditions.

BEAVER BASE WHIP

After nearly four years of administration experience at Canadian training stations prior to his overseas posting last August, W/C Dan Fortune, Montreal, has recently been named SAO of Beaver Base.

WINGS ABROAD

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Editorial

Here is a remarkable outcome of a slight friendship which a York girl formed with a pilot officer air gunner of the RCAF. The girl met the Canadian at a party, found him excellent company, and went out with him on several occasions. He wrote to her telling of his life with the squadron . . . and then letters stopped.

Then, this Christmas past, she received a letter from Canada—one of the bravest and most pathetic I have ever scanned. It was from the boy's mother, and read:—

Dear — Are you a cute little blonde? (What a way to begin a letter, I can imagine you saying, and to a perfect stranger, too!) Well, here's the story: I found your name and address in the address book of my son who was killed last November 26. Also, I found a lovely little snapshot of him with a cute little blonde, and two more snaps of the same blonde. Was it you? He was an air-gunner, Pilot Officer David Scott, RCAF.

If this is you, I beg you to lend me the negative so that we can make other prints of it. What shall I send you to repay you for it? Silk Stockings? (You'd take about size 9 1/2 I think. Am I right?) Or would you rather have candy or lipstick? I'm sorry I can't offer you bobby pins, but we can't get them here any more—at least very rarely.

Also a picture of David before the GI haircut. He had such pretty hair. Maybe you don't even remember you knew him—maybe you remember him and never knew he had been killed—it was only last night that we received his things. Even if this girl is not you, please write to me. Tell me anything about David that you can remember. Sincerely Yours, MARJORIE SCOTT (Mrs. J. R. Scott).

Well, I am happy to report that this York girl did write back, although she was not the blonde of the photograph. Not only did she give David's mother all the news that she could remember, but she forwarded all the letters that he had written to her, and sent them off to Ontario, David's home.

I call that "mighty fine" of my little friend, who shed a tear or two over David, even if he were a very casual friend. She knew nothing of any photograph, and hopes that the other girl, if of the York district, might see this article and identify herself with a sorrowing Canadian mother.

(Editor's note. This story is an extract from the Yorkshire Evening Press column, "Mr. Nobody's Diary.")

FLIER MAKES FAST RETURN

Holland.—Currently leading his wing in TAF with 11 1/2 enemy planes destroyed, five of them downed in one dogfight during his first combat, F/L R. J. Audet, DFC, Lethbridge Alta., has set some kind of a record for promptly reporting to the intelligence officer after baling out.

With a fellow Spit flier from his RCAF Grizzly Bear squadron, Audet was hunting for enemy aircraft over an airfield in the Enschede area when ground fire from well-camouflaged positions badly damaged his plane. He was able to bring the aircraft over his base but found he couldn't keep it straight and level when he cut speed to land.

Moving away from the airfield he climbed to a safe height and hit the silk, descending in plain view of his airfield. He landed in a muddy field without suffering a scratch just as a motorcycle rider came up and asked, "Can I take you anywhere, Sir?"

Audet accepted the invitation, transferred to a jeep along the road to the airfield, and arrived at the interrogation office as F/O R. C. McCracken, Lakefield, Ont., his partner on the sweep, and who had made a normal landing, was being quizzed.

MOSSIES FLAIL NAZI TRUCKS

City of Edmonton squadron fliers helped themselves to good pickings in a week of sorties over Germany and Holland recently. A total of 60 trucks, 20 destroyed and 40 damaged, was credited to the Canadians in the seven days ending February 8.

Three factories were damaged with one of them gutted in a fire that lasted all night. In addition, three trains were damaged, one derailed and a German troop barracks strafed with cannon strikes observed.

Top scorer for the week was the team of S/L Doug Annan, Hamilton, Ont., and his navigator, F/O Alvin MacIntosh, Trenton, N.S. They accounted for 15 trucks, six destroyed and nine damaged.

ALBERTANS TEAM UP TO BEST HUN

Teamwork of three Albertans kept two German fighters from knocking down an Iroquois squadron Lancaster and gave one Nazi pilot a few hot moments during a recent bomber raid against Dresden. Skipped by F/O Gordon Glaholt, Dewberry, the aircraft was heading home when a Ju88 attacked. His quick work kept the Junkers out of position to fire and it eventually disappeared.

Another Ju88 proved more persistent. He came in four times, but Glaholt corked on each occasion. On the last attack, the tail and mid-upper gunners got their chance.

The Nazi was silhouetted for a moment and F/S Gordon Bone, Edmonton, midupper, and Sgt Don Hunter, Calgary, raked him up and down. It disappeared too quickly for them to observe results of their fire.

INVENTIVE GENIUS



Holland.—Fair-haired boy at this mobile airfield as far as its medical staff is concerned is Cpl. Arthur Richardson, Simcoe, Ont., who has improvised an ingenious hot water boiler. He foraged on former battlegrounds, picking up old gasoline drums, parts from German Tiger and British Churchill tanks and American ducks, piping from bombed-out buildings, a German army pump and what not.

It provides the sick quarters of the Canadian top-scoring Spitfire wing in 2nd TAF with running hot water, never below 190 degrees Fahrenheit, 24 hours a day even in the depths of winter.

Richardson was a processor in a cannery plant for 15 years before he joined the medical branch of the RCAF in November, 1940. Shortly after he arrived in Britain, his inventiveness asserted itself when he rigged up a 40-gallon boiler using a gasoline drum. The contraption however, is where he really hit true form.

His effort supplies 120 gallons of hot water at any one time to various parts of the sick quarters. With a German pump picked up in Belgium he draws the water from a bowser into three 40-gallon drums. With a proper little fireplace bricked in and built into the ground he sends the heat through the drums by means of stovepipe and other devices of his own design, and by a series of valves and piping he brings the steaming water right into the building.

CASUALTIES

KILLED IN ACTION. F/S L. D. BENNETT, Aylmer, Ont.; F/S G. W. BOCK, Echo Bay, Ont.; F/O S. D. GAUDIN, Toronto; F/O L. J. HANNAH, S.S.; H. MALES, Toronto; P/O J. ZAREKIN, Montreal; F/S P. P. CARTAN, Toronto; P/O C. T. PIDGEON, Vancouver; F/O R. E. CHARNICK, Toronto; F/O S. J. EMERY; F/L K. R. WALLEY, Winnipeg. PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION NOW PRESUMED KILLED IN ACTION. F/O R. E. CLARK, Point Edward, Ont.; F/L P. HALLIDAY, Toronto; F/O R. R. MACGREGOR, Vancouver; Sgt. G. L. MACKAY, Toronto; F/O C. E. B. ELLIOTT, Sutherland, Sask.; W/O R. E. HAWKIN, Darlington, Man.; F/O S. A. TOOLE. PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. F/S G. P. ARMSTRONG, Portage La Prairie, Man.; F/O J. A. AUSTIN, Windsor, Ont.; F/O G. C. BAILEY, Poundridge, N.Y.; F/S P. J. BARSKE, Whitman, N.Y.; F/S D. BARNARD, Sudbury, Ont.; W/O E. C. BRUNET, Montreal; F/S C. E. BYERS, Kelowna, B.C.; F/O H. COLES, Vancouver; F/S W. E. DICKSON, Brantford, Ont.; F/O R. E. HANNAH; P/O A. HARRISON, Cornwall, Ont.; F/S J. JENSKY, Torrington, Conn.; W/O L. N. L. KERR; F/O J. A. MAGSON, Sutherland, Sask.; F/O C. M. MAIR, Vancouver; F/S C. M. MAW, Toronto; F/O W. A. MITCHELL, Winnipeg; W/O W. J. MICKERSON, Edmonton; F/O R. H. ORR, Underwood, Ont.; F/S S. J. OUELLETTE, Kenora, Ont.; F/O D. E. PUSHER, East Coules, Alta.; F/O R. B. RICHARD, Halifax, N.S.; F/O C. R. SANDES; P/O B. H. W. STEVENS, Halifax, N.S.; W/O D. STOREY, Dryden, Ont.; F/S H. SWEENEY, Edmonton, Sask.; F/S B. H. VAREY, Toronto; W/O C. N. D. WRIGHT, Donald, Alta.; W/O J. T. GARRISON, Seattle, Wash.; F/O K. J. G. GAWTHROP, Winnipeg; P/O W. E. GRINDLEY, Westmount, Que.; F/S D. N. HUNTER, Shawinigan, Que.; W/O C. N. HARRISON, Edmonton; W/O J. L. KONTZIE, Barrie, Ont.; W/O E. J. KONTZIE, Waskoda, Man.; F/S C. W. RENWICK, Fairmont, Sask.; F/O F. L. ROGERS, Port Colborne, Ont.; F/O P. A. SHELTON, Lethbridge, Alta.; F/L R. H. SHERBAG, Calgary; W/O W. A. TENNANT; F/O A. W. WARD, Montreal. WOUNDED OR INJURED IN ACTION. F/O L. W. SUTTINGTON, Watford, Ont.; F/O R. A. TOANE, Edmonton; F/O J. M. G. WALLACE, Woodstock, Ont.; Sgt. K. COOPER, Verdun, Que.; Sgt. G. E. NORELL, Fort Frances, Ont.; Sgt. L. T. A. GARDNER, Grande Re, Que.; Sgt. R. RICHMOND, Hamilton, Ont. DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION. F/O C. J. PRAWADZIK, Palonia, Man.; Sgt. M. WASHOOK, Winnipeg; P/O W. F. WINNING, New Glasgow, N.S. MISSING. F/S J. W. BROWN, Toronto; F/O L. J. DICK, Brantford, Ont.; F/O T. E. KINSLER; F/L R. W. ALEXANDER, Kingston, Ont.; F/S J. O. BAZINET, Timmins, Ont.; Sgt. R. B. BECKER, Ottawa; F/O G. C. BELLAMY, McKague, Sask.; P/O D. C. BERNINGHAM, Moncton, N.B.; F/O J. C. BROUILLETTE, Kingston, Que.; F/O J. C. CAMPBELL, Thorold, Ont.; F/S R. M. J. CHAMPAGNE, St. Norbert, Man.; F/O R. A. CHARLAND, Falconbridge, Man.; F/L R. F. CLEAR, Water, Weyburn, Sask.; F/O R. C. CLOUSTON, Fort Erie, Ont.; Sgt. G. T. COOK, Teymouth, N.B.; Sgt. C. M. CHAIRER, Toronto; P/O R. L. CROOKS, Manville, Alta.; F/O T. CULSHAW, Sedgwick, Alta.; Sgt. F. H. EADE, Timmins, Ont.; W/O L. FERLSON, Blackfalds, Alta.; F/O T. P. FISHER, Toronto; F/O G. I. GILBERT, Montreal; F/O J. P. GRACE, Renfrew, Ont.; F/S W. GREENE, Montreal; F/L T. B. GUILD, Saint John, N.B.; F/O J. G. HAGELL, Brownsville, Ont.; F/S D. S. HAGGIS, Windsor, Ont.; Sgt. M. HAMILTON, New Westminster, B.C.; F/O J. H. HANNAH, Vancouver; Sgt. J. D. HOGG, Thamesford, Ont.; P/O J. A. HORWOOD, Detroit, Mich.; F/L E. J. JANEY, Toronto; P/O P. R. JONES, Ste. Walburg, Sask.; F/O

W. E. JORY, Midland, Ont.; F/O E. R. LAMBERT, Victoria, Que.; F/L J. G. LEE, St. Thomas, Ont.; P/O K. LEIGH, Hamilton, Ont.; P/O J. LINDSAY, Vancouver; F/O H. J. LOUGHRAN; P/O A. S. McFEETERS, Newdale, Man.; P/O S. A. F. McHARDY, Montreal; F/O A. McINTYRE, Ottawa; Sgt. H. W. McKay, Hamilton, Ont.; P/O A. H. McLEOD, Chilliwack, B.C.; F/O A. McINTOCK, Regina; F/O M. MacMILLAN, Cornwall, Ont.; F/O A. McNEILL, Toronto; P/O W. G. MANN, London, Ont.; F/S S. MARA, Over Sound, Ont.; F/O W. A. WHITE, Ont.; P/O W. P. PALMER, Brantford, Ont.; P/O A. M. PARK, Fort William; P/O A. A. ICARD, Hamilton, Ont.; F/O D. M. FORT, Fort William; P/O W. WICKHAM, Fort William; P/O W. McCECHIE, Rosedale, Alta.; F/O C. G. REDDEN, Dartmouth, N.S.; F/O V. RILEY, Rockglen, Sask.; F/O B. E. ROBERTS, Bely, Alta.; F/O W. H. SANDERS, Edmonton; F/S L. SCHAFF, Burnstall, Sask.; P/O N. A. SMITH, Kelowna, B.C.; F/L D. W. SPELLER, Toronto; Sgt. B. TAYLOR, Bar River, Ont.; F/O W. B. TAYLOR, Minio, N.B.; P/O G. A. F. WHINFIELD, Ont.; P/O H. YELLM, Montreal; F/O HEAD, Vancouver; F/S W. R. WICKHAM, London, Ont.; P/O E. C. WILSON, Moncton, N.B.; P/O J. J. WOLFE, Elk Point, Alta.; F/O B. W. YELLM, Montreal; F/O H. A. ARMSTRONG, Edwards, Ont.; F/S I. V. BARTLEMAN, Buffalo, N.Y.; F/O L. V. BERTRAND, Ottawa; S/L K. A. BOWEN, Lethbridge; F/O J. R. BURTON, Toronto; F/S S. H. R. COTTEHILL, DFC, Victoria, B.C.; F/O J. FINLAYSON, DFC, Vancouver, B.C.; F/O M. GIBBINS, DFC, Vancouver; F/O J. B. HILL, Bohara, Sask.; F/O R. C. KNIGHT, Ottawa; F/O W. E. M. KON, Montreal; F/O L. A. LEVASSEUR, Lac du Bonnet, Man.; P/O R. G. MAR, Wellington, Ont.; P/O P. S. RAFFERTY, Everet, Mass.; F/O S. D. RITCH, Edmonton; F/S H. SICAL, Toronto; F/O J. N. THERIAULT, Montreal; Sgt. L. E. West Summerland, B.C.; F/O D. E. WALKER, Toronto; P/O H. WRIGHT, Brantford, Ont.; F/O V. H. WILSON, Toronto.

DIED ON ACTIVE SERVICE. LAC S. CAMPBELL, Toronto; LAC R. J. CAVERTY, Vancouver; LAC W. B. REDDOW, Toronto; P/O C. W. TETROE, Selkirk, Man.

MISSING, BELIEVED KILLED IN ACTION. F/O A. V. BATTY, Limerick, Sask.; F/O D. V. BUTLER, Englehart, Ont.; P/O K. W. HALDEN, Vancouver; F/S L. H. HOGG, San Francisco, Cal.; F/O A. E. VANCE, Spanish, Ont.; F/O R. A. GASKIN, Windsor, Ont.; F/O R. A. GASKIN, Windsor, Ont.

KILLED ON ACTIVE SERVICE. F/O J. P. LANDSKI, Montreal; F/O W. J. LEE, Vancouver; Sgt. E. J. NEUMANN, Armbror, Ont.; Sgt. J. L. POWELL, East Orange, N.J.; Sgt. G. L. TONER, Toronto; Sgt. Qu'Appelle, Sask.; F/O J. G. STRICKLAND, Montreal; LAC O. J. STUMPH, Rosalind, Alta.; P/O W. H. WRIGHT, DFC, Toronto.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, NOW PRESUMED KILLED ON ACTIVE SERVICE. F/O H. R. BESWICK, Three Rivers, Que.; P/O T. J. BRENN, Montreal; W/O J. H. S. CLARKE, Moncton, N.B.

WOUNDED OR INJURED ON ACTIVE SERVICE. F/O J. E. BERGERON, Windsor, Ont. PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR. P/O C. A. CAWSON, Selkirk, Man.

RAF LIBERATORS PASTE JAP WAREHOUSES NEAR RANGOON

Canadians Fly in Allied Force Slugging Burma Supply Dump. Several dozen Canadians flying with RAF Liberator squadrons of the Strategic Air Force, SEAC, took part in a concentrated attack on the main Japanese supply base in southern Burma just outside Rangoon last week. Despite heavy flak and enemy fighter opposition, the bombing was described as excellent.

Almost Perfect. "I watched our squadron's bombs go down," said P/O William Robinson, Edmonton. "They made a near-perfect pattern and big bursts of smoke came up as we went over. It was the best I've seen yet."

Robinson flies with a crew captained by S/L J. R. Stewart, Fort Frances, Ont. "The formation over the target was so tight it almost had me scared and the target really took a beating," said Stewart. "Super Fortresses bombed ahead of us and when we arrived, there was already smoke up to 9,000 feet."

The Lib skipped by W/O Howard Hughes, North Bay, Ont., came back with a hole in the starboard wing as the result of a brush with a Jap fighter. "He dived at us from behind and put one cannon shell through the wing," said P/O Walter Thorburn, Winnipeg, rear gunner. "I got in a couple of bursts at him but didn't observe the result."

Fighter Escort. Flak was heavy on both sides according to F/L A. F. Brown, Grand Forks, B.C. He described the fine protection afforded by the escorts of Thunderbolts and Lightnings. Sgt. H. C. Moreman, Eburne, B.C. was among those who saw enemy fighter planes pursued by the Allied escort.

Sgt. Harvey Dowerbank, Mimico, Ont., saw one Jap fighter shot down while P/O Roger H. Bert, Brooklyn, N.Y., claimed the pilot passed only 600 feet behind him after the Nip baled out. W/C H. R. M. Beall, Lindsay, Ont., led one of the squadrons against the target, a collection of storehouses through which pass a large proportion of all supplies for Japanese forces in Burma.

Other Canadians in the attack included P/O Ken Spencer, Grimsby, Ont.; F/S Greg Fyfe, Vancouver; Sgt. Frank Kinnila, Saskatoon; Sgt. Les Thompson, Sault Ste. Marie; F/S Dick Rigelhof, Clondonald, Man.; P/O Melrose, St. Catharines, Ont.; Sgt. J. P. Johnson, Prince Rupert, B.C.; Cabush, Edmonton; P/O Jack Emslie, Edmonton; Sgt. Harry Perrin, Ocean Falls, B.C.; Sgt. James Knox, Oshawa, Ont.; S/L G. B. Sparks, Walkerville, Ont., and P/O Roy McLeod, Mather, Man.

DAMAGED HUN. Now homeward bound after a tour of ops, with a New Zealand bomber squadron in Britain is F/O G. C. Gilliland, St. John, N.B. During one attack on Hanover he damaged a Ju88 night-fighter.

GUNNERY CHIEF. F/L James Lawson, Vancouver, gunnery leader with the Ghost squadron of RCAF Bomber Group, has used his guns in only one combat during his first tour.

NAVIGATORS (B). H. BRESSLER, Marenod, Sask.; CRUIK-SHANK, Ottawa; J. JONES, Birmingham, Ala.; KINGSBOROUGH, Coldwater, Ont.; G. W. METCALFE, Hamilton, Ont.; G. E. MITCHELL, P. PEPPS, Montreal; A. N. RIDDELL, Walkerton, Ont.; D. TOMLIN, Toronto; F. L. V. VAN TROYEN, Fairview, Alta.; K. F. WILLIAMS, New Westminster.

PILOTS. H. L. BALL, Victoria; V. E. COTTRELL, Port Dalhousie, Ont.; H. G. CRAWTE, Winnipeg; A. R. DALLAS, Winnipeg; W. M. CAWLEY, Calgary; M. P. GEORGE, Morden, Man.; W. T. A. GRAYSON, Gravelly, Sask.; H. G. JONES, Toronto; KEATS; C. MACDONALD, Plato, Sask.; E. MARTIN, Windsor, Ont.; J. J. McBRINN, Vancouver; J. McKENZIE, Trail, B.C.; D. McKENZIE, Wolsley, Sask.; V. C. MURRAY, St. John, N.B.; R. J. OWEN, Red Deer, Alta.; R. R. PERRY, Winnipeg; W. P. RAYMOND, Woodstock, N.B.; J. A. SECORD, Athabasca, Alta.; S. H. STEINER, THARP, Alabama, U.S.A.; W. E. THARP, Marmora, Ont.; H. WARBURTON, Prince Rupert, B.C.; J. E. WOOD, Chatham, Ont.

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FLIGHT ENGINEER. H. M. PHILLIPS, Toronto.

ADMINISTRATION. D. B. FAIRBAIRN, Toronto.

EQUIPMENT. L. S. SMITH, Manor, Sask.

HOKEY GAME PLAYED CLOSE TO BATTLELINE

Holland.— Hockey players from a Canadian top-scoring Spitfire wing commanded by G/C C. G. McGregor, CBE, DFC, Montreal, edged out a Canadian Typhoon wing team 3-2 in one of three games which opened an organized league here. Probably never before has hockey been played so close to a battle line. The eight-team league was organized in 2nd TAF by RCAF special services, comprising the YMCA, Knights of Columbus and Salvation Army.

In a second game a reconnaissance wing commanded by G/C G. H. Sellers, Winnipeg, shut out a group team 5-0. In the third game a mobile field hospital entry shut out an air stores park club by a single last period goal. The rink, which is outdoors but has artificial ice, was requisitioned by the Canadian Army, which also runs a league. The eventual RCAF champions are expected to play off with the Army top-runners after the regular season.

Goal-getters for the Spit wing were LAC Robert Schultz, Hespeler, Ont., two goals; LAC Len Jones, Stoney Creek, Ont., one goal; while assists went to AC Ken Pigeon, Brantford, Ont., LAC A. J. McIver, Vancouver, and LAC Johnny Summer, Niagara Falls, Ont. Goals for the Typhoon wing were scored by LAC R. J. Rowntree, Morton, Ont., and LAC Frank Hammond, Montreal, on passes, respectively, from LAC Dave Groves, Winnipeg, and LAC G. M. Pope, Ottawa.

Scoring for the Reece outfit in the second game were F/S Chick Windsor, Westmount, Que.; LAC Beryries, Montreal; Collins, Codette, Sask.; Sauvageau, Montreal, and Buchanan, Owen Sound, Ont.

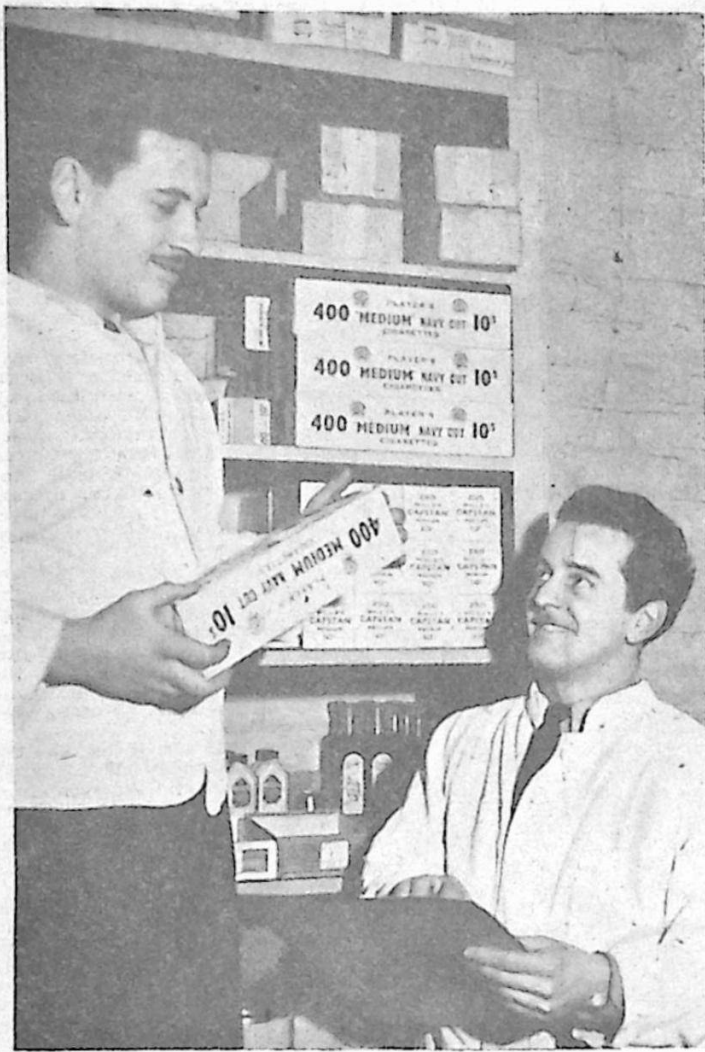
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MEN IN WHITE



Not all men in white wield a scalpel. LACs Claud Martin, Montreal, and Raymond Poulin, Toronto, are employed in the officers' mess on the station which houses the RCAF Alouette squadron. The lads were in the midst of stock-taking when the photographer dropped in. (Official RCAF Photograph.)

Men, Women Veterans Get Post-Discharge Benefits

During December 3,208 Ex-Service Personnel Draw Maintenance Grant

During the month of December 3,208 ex-Service men and women of this war received benefits under the Post-Discharge Re-establishment Order in Canada, it has been announced by Hon. Ian Mackenzie, Veterans Affairs Minister. December's figures reached an all-time high with the total being an increase of 242 over the November figures and more than 1,250 more than the figures of three months ago.

Ex-Service Grants

This is the Order under which maintenance grants are paid to veterans of this war who have been discharged from the armed forces and are taking vocational training or higher education, who are unemployed because no suitable work is available, who are awaiting returns from a farm or business venture or are temporarily incapacitated through casual illness.

The grants are on the basis of \$60 monthly for single persons and \$80 per month for a man and his wife during training or continuation of education, with appropriate allowances for dependants, and \$50 and \$70 respectively for the other three categories.

A summary of December's work shows that 11,875 jobs were found for veterans of this and the First Great War by Employment and Selective Service in co-operation with the Department of Veterans Affairs. Of these 9,148 went to ex-Service men and women of this war. To date nearly 200,000 jobs have been found for veterans of this war and more than 104,500 for veterans of the previous war.

The announcement states that the total figure on placements is considerably in excess of the discharges from all three services during the month, indicat-

ing that the employment opportunities for veterans are more than keeping pace with the discharges.

Of the 3,208 veterans receiving benefits during December, 651 received grants while seeking suitable employment, although only 485 were receiving them at the end of the month.

Temporary Payments

A total of 111 received payments while temporarily incapacitated and 275 received assistance while waiting returns from a farm or business venture on their own account.

There were 477 receiving grants while taking university or professional training at the end of the month and 1,824 ex-Service men and women were receiving benefits while taking vocational or technical training, an increase of 137 over the figures of November.

The total amount expended under the Post-Discharge Re-establishment Order during December was \$178,637.47; an increase of more than \$25,000 over November. Of this total about \$130,000 was spent in grants or fees for veterans who, through vocational training or higher education, are preparing to re-establish themselves more firmly in industrial or professional fields.

SQUADRON'S CAMERAS, SKILL DISCOVER ENEMY MOVEMENTS

Recce Pilots Scour Jungle Terrain to Bring Back Information for Army

Burma Front.—Flying one of the oldest types of fighter aircraft still in service, the now out-of-production Hurricane, a RAF squadron, operating with South Eastern Air Command, specializes in examining the jungle-clad, river-laced terrain on this front. Suspicious shadows beneath a clump of trees or even the apparent lifelessness of a tiny Burmese hamlet are more important to these pilots than any number of Japanese fighters shot down.

Not Fighters

They have no opportunity to win fame as aces. Their job is not to attack the enemy in the air but to bring back evidence of him on the ground. The work of the squadron is almost entirely for the army's benefit, and its CO is a former army officer who fought with the heavy artillery in France and was seconded to the RAF in 1940.

He is S/L H. G. F. Larsen, DFC, Frittenden, near Maldstone. He has been in command since 1942 and has seen the outfit through the Arakan, Imphal and Kohima campaigns. Now he leads it on the Mandalay front.

Canadians now flying with the squadron are F/L Earl Ross, Pictou, N.S.; F/O Ralph Hunter, Edmonton, Alta.; and F/O Doug McPherson, Kamloops, B.C. All are veterans of the hazardous low-level flying the squadron's work calls for. Two other Canadians recently finished their tour with the unit. They are F/O Charles Watt, DFC, Toronto, and F/O John Muff, Carleton Place, Ont.

The squadron's planes are equipped with high-speed cameras and 20 mm. cannon and are flown at 50 or 100 foot levels. They search far behind the enemy lines for information of use to Allied troops.

There are many things seen, reported and photographed, which, when co-related by the army along with other information, lead to important strikes by other air force squadrons.

Convoy Spoors

MT or animal transport tracks leading towards a clump of trees may mean an important gasoline or supply dump, calling for a major track. When it has been decided to strike, probably within several hours of the reconnaissance, a squadron of Hurricanes, rocket-firing Hurricanes or Thunderbolts, will blast the dump sky high. One such attack on a dump in a templeyard resulted in ammunition explosions which sent debris scattering over a radius of several miles.

Troops seldom are seen during the day for the Jap keeps low until night. He has to be on the alert, for experienced recce pilots report and photograph the slightest detail that may be a clue to the presence of enemy lines of communication. The recce pilots fly in pairs, one weaving to watch for enemy planes while the other observes, photographs and pin-points objects with pencil on his map.

One of the most experienced of the pilots, F/O Hunter, has developed his perception and memory to such an extent that his return to base from a two and one half hour flight means an hour's de-briefing by the Army Liaison officer. Twenty or 30 objects in an area of hundreds of square miles, their position, appearance from different angles and probable significance are described by him, in detail after almost every sortie.

Unloading Site

One day he spotted a 60 foot lighter in the Myitnge river, 12 miles from Mandalay. This indicated movement of cargo, and tracks nearby indicated unloading activity.

"I flew off to follow them up," Hunter related. "There were signs of activity at Tada-U, 12 miles away, and also some motor transport. I went in to strafe and saw some Japs scattering as I fired. Following the tracks I found what I was looking for, a stack of drums, which I strafed and started a fire."

Two days later he looked the place over again and found the dump had gone. He took up the chase again and caught up with it at Myohta, 18 miles beyond the spot where he first saw the lighter.

"I didn't manage to start a fire this time," he said, "but when I got back I tipped off one of the other pilots."

That afternoon he found the dump and blew it up. The smoke and flames could be seen for 40 miles.

Now and then these fliers have to battle with the Japs. F/O Watt won his DFC when he shot down two fighter-bombers over the mountains near Tiddim.

ADJUTANT

F/L H. R. Jarman, Toronto, has taken over the duties of adjutant with the Tiger squadron, replacing F/L R. M. Heward, Dundas, Ont.

DUMART PUCKISTS COP GROUP TITLE

Former Smoke Eater Stars in Final Win

Representing the station commanded by G/C W. P. Pleasance, DFC and Bar, Calgary, the jockey team led by F/O "Porky" Dumart, Kitchener, Ont., finished their group schedule recently, unbeaten in six starts. They fashioned a 10-2 win over a Beaver Base entry for the final victory.

Former Trail Smoke Eater, LAC Cleve Cowland; Melville, Sask., led the winners' attack with four goals. Cpl. Andy Christie, Toronto, tallied twice. The remaining four goals were divided by LACs Stepak, Toronto; George Levine, Sudbury; D. Deslets, Sudbury, and S. Thain, Toronto.

Aside from himself, Dumart's lineup included Sgt Joe Sponarski, Rainy River, Ont., and LAC M. McDonald, Kirkland Lake, Ont., goalies; LACs H. Partridge, Barrie, Ont., Bud Goodfellow, Kingston, Ont., B. Zak, Kimberley, J.C., and Andy Hindmarsh, Edam, Sask., defencemen.

The league leaders drew a bye with four other teams in first round playoff battling. The last six teams pair off for two-game total-goals series, winners entering second round competition with the first five clubs. Finalist will play a best-of-five series.

YOUNG WINCO SPENT HALF LIFE IN RCAF

Half of W/C Malcolm Ferguson's life has been spent in the RCAF. The 31-year-old Sarnia pilot, recently named leader of the Moose squadron, enlisted as a boy apprentice at the age of 16.

In 1935 he remustered to air crew, earned pilot's wings along with two other young officers, Ralph Davenport, of Fredericton, N.B., and Eric Mitchell, Wolfville, N.S. The former has recently succeeded Mitchell as CO of the Iroquois squadron on the same base as Ferguson's new command.

SHORT MOVE

Newly-appointed flight commander in the Iroquois squadron S/L C. H. Porter, Weston, Ont., flew the first part of his tour with the Bluenose squadron which operates from the same air-drome.

NOSTALGIA



Did you ever duel with icicles when you were a kid? LAC W. G. Cottingham, Vancouver, and Cpl. Andy Anderson, Winnipeg, did. These MT lads took a fast trip back to their childhood days when winter hit Britain recently. (Official RCAF Photograph.)

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DECORATIONS

Receiving non-immediate DFCs in the latest awards list in the *London Gazette* are: S/L Walter Arnott Irwin, Toronto; John Robert Chislett, Port Hope, Ont.; and Joseph Edward Gaston St. Jean, Ottawa;

F/Ls John Alan Anderson, Winnipeg; Walter Merrill Haigh English, Saskatoon; Ogen Chenault Gorman, Baltimore, Md.; James MacDonald Morrice, London, Ont.; Stephen Murray Seaman, Toronto; Maurice Coles Smith, Plainfield, N.J.; James Douglas Trick, Stonewall, Man.; William L. Earl Walker, Regina; Joseph A. C. Bourassa, Three Rivers, Que.; James Albert Brown, North Bay, Ont.; Walter Vernon Dumas, Montreal; Wyman Grant Dunn, Toronto; Lorán Wendell Farris; Anson Edward Gilbert, Aurora, Ont.; Gordon Lachlan Heron, Vancouver; James Herbert Howes, Rockhaven, Sask.; Samuel Huston, Toronto;

F/Ss Desmond McCabe, DFM, St. Catharines, Ont.; Thomas Deverpux Nicholl-Carne, Pte. Claire, Que.; Edward Yates O'Neill, Granby, Que.; Lawrence William Ottewill, Vulcan, Alta.; Charles Alexander Prosser; Leonard Walter Stewart, Orillia, Ont.; George Alfred Thomas Williams; Walter Alan Charley, La Crescent, Minn.; Gordon Richard Frost, Toronto; and Stanley Roy Noble, Vancouver.

F/Os James Robert McLaughlin, Colbourne, Ont.; George Ingram Allen, Imperial, Sask.; Gordon Alex Aubrey, Toronto; James Donald Barber, Edmonton; Frederick Wendell Beairst, Sedgewick, Alta.; Morris William Benston, Broderick, Sask.; Joseph W. L. F. Bernier, Montreal; Malcolm Richard Blake, Blairmore, Alta.; William Robert Brennan, Calgary; Francis Henry Brownell, Westboro, Ont.; Gordon Douglas Butler, Winnipeg; Allan Manches Caine, Toronto; Guerino Gulseppe D'Alvise, Long Branch, Ont.; Christopher Daney, Hamilton, Ont.; Charles Edward Emond, Ottawa; Allan Harry Fallis, Portage la Prairie, Man.; Frank Hamilton Fish, Calgary; John Edwin Fisher, Leaside, Ont.; Earl Francis Fitzsimmons, Govan, Sask.; Andrew Baker Fleck, Vancouver; John Friesen, Altona, Man.; John Robert Galbraith, Ottawa; Francis Milton Garrett, Elmira, Ont.; Raymond Joseph Gauvreau, St. Lambert, Que.; Gerald Edward Geeves, Montreal; Joseph Evangeliste Josaphat Gilbert, Que.; Gordon Campbell Gillespie, Carleton

P.E.I.; Donald James Gillis, Edmonton; Bert Cummins Gilmour, Galt, Ont.; Robert Edward Goatcher, Winnipeg; Daryl Millard Gourley, Watson, Sask.; Robert Berkeley Gregg, Argentina, S.A., now London, Eng.; Charley Stephen Valentine, Hamilton; James Caldwell Harty, Dallas, Tex.; Robert Campbell Hawkes, Vancouver; Harold Rich Heppburn, Toronto; Grant Wynder Hinman, Cardston, Alta.; John Victor Hislop, Toronto; Douglas Bentley Hopkins, Longley Prairie, B.C.; Howard Switzer Hunt, Kinistino, Sask.; Edward Charles William Johnston, North Bay, Ont.; Laurence Henry Keelan, Regina; Joseph Koresky, Windsor, Ont.; Morris Solomon Krakowsky, Toronto; Robert Alexander Lamont, Vancouver; Max Lanin, Winnipeg; Clarence Joseph Larouche, Ottawa; Joseph Lasek, London, Ont.; Leslie Richard Lauzon, Toronto; Lawrence Eli Lavalley, Princeton, B.C.; Lachlan Edwin Locke, Hamilton, Ont.; Ernest Lownds, Victoria; Robert William McBurney, Woodstock, Ont.; Bruce Davidson McEwan; Gordon William Elwyn McElroy, Dunham, Que.; Murray Colwan MacFarlane, Toronto; William Joseph McIntyre, Oshawa, Ont.; Douglas Dean McNeill, William Charles Matten, Toronto; John Munn, Victoria; Russell Lloyd Nelson, Clifton, N.S.; James Wilson O'Driscoll, Point Edward, Ont.; Charles Henry Parker, Winnipeg; Harold George Paul, Stratford, Ont.; George Douglas Payne; John Richard Poste, Woodstock, Ont.; Frederick Lyman Ray, London, Ont.; Albert Tindale Richardson, Kimberley, B.C.; Thomas Ryland Roden, Toronto; Patrick Denson Roy, Lethbridge, Alta.; Carl William Schultz, Winnipeg; Howard Gray Sharp, Edmonton; Lawrence Vernon John Small, Antelope, Sask.; Donald Leonard Snider, Brantford, Ont.; Harry Solomos, Montreal; Harry Cecil Speight, Sioux Lookout, Ont.; Peter Carel Stenkowski, Kenora, Ont.; Robert Lester Stevenson; Carl Martin Stewart, Winnipeg; Bertram Taylor, Phippen, Sask.; Joseph Tite, London, Ont.; Raymond Ross Vogan, Carriac, Ont.

F/Os John David Walker, Sussex, N.B.; James Guy Wheeler, Edmonton, Alta.; David Sinclair Wilkinson, Montreal; Leslie Douglas Williams, Fort William, Ont.; Philip Arthur Wood, Vancouver; James Young Hamilton Young, Vancouver; Paul Eric Christiansen, Ponoka, Alta.; Walter Leroy Cook, Leamington, Ont.; Angus Hutcheon, Port Arthur, Ont.; David Ostrom McTaggart; Lowell Milward Mossman, Riverport, N.S.; Edward Martin Reesor; Wallace James Simpson, Garnsbrough, Sask.; Harold Martin Smith, Ridgeway, Ont.; John Edwin Thompson, Peterborough, Ont.; Theodore Donald Wray; Lionel Ronald Gordon Dent, Vancouver, B.C.; Robert Grant Harlow, Prince George, B.C.; John Freeman Magnuson, Leslie, Sask.; Maurice Rosko, Melrose, Man.;

P/Os Douglas Barbour, Yorkton, Sask.; Percival Robert Brown, Sutton Junction, Que.; Mervyn William Cole, Parry Sound, Ont.; Arthur Leonard Day; Delton Ernest Girling, Ponoka, Alta.; Roger Charles Harvey; Gordon Richard Higgins, Montreal; Robert Herbert Hinds, Vancouver, B.C.; John Leask Kesellek, Toronto; Waldeir Alexander Kirsiuk, Vancouver; Rex C. F. Luckhart, Hanover, Ont.; Louis Walton McPhie, Vancouver; Joseph Malec, Biggar, Sask.; Lee Park Morgan, West Hill, Ont.; John Franklin Palen; Adolph Carl Pitzek; Peter Royal Pae, Melita, Man.; John Stephenson Sanderson, Elstow, Sask.; James Robert Sutherland, Westville, N.S.; Joseph Claire Sullivan, Peterborough, Ont.; William Edward Vine, Hamilton, Ont.

W/Os Cyril Ferris, Raymore, Sask.; now P/O; Armstrong Lyon, now P/O; Arthur Thornton Smith, Toronto; and William Norman Tatham, Kelliher, Sask. Receiving the DFM are F/Ss Cecil Abram Barber, Woodstock, Ont.; Jack Arnold Cowan, now P/O, Calgary; Lorne Vaughan Petrie McLeod, now P/O, Lethbridge, Alta.; and Earl Graham Niles, now P/O, Toronto; and Sgt's Robert Oliver Hunter, and Terrance MacDonald Robertson, Fort William, Ont., both now P/Os.

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Rome was added to an impressive list of cities in North Africa, Sicily, Malta, Greece, Southern France and Italy visited by a tour-expired pilot currently flying with an RAF communications flight of Mediterranean Allied Coastal Air Force. The sight-seeing Canuck is F/O Earl Secord, Niagara Falls, Ont., who finished his first tour six months ago with an RAF Hudson squadron. Rather than do a tour as instructor, Secord stayed in Italy to fly high-ranking officers on scattered visits.

Imaginary wounds often manifest more pain than real injuries, claims F/O James E. Fitzsimons, Toronto wireless operator and air-gunner with an RAF Mitchell squadron, a veteran of 43 operational trips. The 24-year-old airman described how a recent low-level trip against a marshalling yard caused him a lot of mental anxiety. He was sitting at his radio when a piece of flak crashed through the aircraft fuselage. It bounced off his back and out of the aircraft again.

"When I saw the hole the shrapnel had made in the kite I began to feel all sorts of holes and pains in the centre of my back," said Fitzsimons. "I was afraid to put my hand on the spot in case I found there what I thought had really happened." He suffered mental agony imagining blood running down his back and many imaginary symptoms. Back at base the MO ordered him to strip for examination. All that was found was a small scratch on his back. The flak piece had just penetrated his flying clothing and barely touched his skin as it ricocheted.

Screened recently after completion of their first tour were P/O W. M. Henderson, Sudbury, and F/S G. A. Cooper, Windsor, mid-upper and rear gunners in the same Halifax bomber. They started ops together June 19, 1944, and most of their targets were in the Ruhr. Flak fragment punched holes in their aircraft more than once, but their Canadian pilot brought them back safely to base every time. A German nightfighter attacked them near Blainville, but they corkscrewed out of danger before the pair had a chance to cut loose with their guns.

Engine trouble on his RAF Halifax presented young W/O Don MacIntosh, Souris, Man., with a landing problem. He had to choose between three landing alternatives. They were the mainland, peopled by not-too-friendly natives, the ocean, with the menace of sharks, and a tiny desert island. He chose the island and set his aircraft down there much to the amazement of everyone, particularly himself. Furthermore, the landing was smooth enough that after the crew had made some repairs—he was able to take off from the island five days later.

The unhappy experience of being a gunner without functioning guns came to F/S M. S. Hearley, 20, Detroit, Mich., recently when his RAF Halifax was attacked by an Me110 over an enemy communication centre. The enemy sneaked up in the darkness and opened up with all guns. The slugs struck his turret and smashed the tracks which carry the ammunition to Hearley's guns. They wouldn't work, and he had to sit back with enemy bullets whistling past him. No one in the crew was hurt. The RCAF mid-upper gunner had more luck when a burst of fire from his guns ripped into the fuselage of the fighter before it disappeared in the darkness.

The last trip of his first tour certainly proved eventful enough for P/O Jaroslav Bouzek, Prince Rupert, B.C., navigator with an RAF Halifax squadron. A few minutes after it dropped its load another aircraft collided with it over the target area. The port wing as far inboard as the outer engine was torn off Bouzek's aircraft and it went into a steep, uncontrolled dive before the British pilot levelled off. After the crew were warned to prepare to bale out, Bouzek worked out a track that would take them back quickly to friendly territory. They made Belgium, where they hit the silk and were cared for by Belgian farmers before soldiers took them back to an airfield.

Four years of hard work make up the two tours of operations of F/L Don Thomson, Thessalon, Ont., who was recently screened. He enlisted as a fitter early in 1941 and shortly later remustered to flight engineer, serving on Catalinas on North Atlantic patrol. He put in 650 hours before remustering to pilot in November, 1942. He came overseas in September the following year. His second tour was with a RAF Halifax squadron and included trips to such targets as Brest, Kiel twice, Russelsheim and Ruhr targets. Over Russelsheim his aircraft was badly shot up by flak, but he brought his crew and it safely back to base.

It took 11 dummy runs before F/O Irwin Rebeck, Toronto, completed his last trip to become tour-expired air crew. The 30-year-old Halifax pilot of a RAF squadron ran into all sorts of interference. Bad weather, mechanical trouble or crew problems prevented the completion of the all-important last op. Prior to enlistment F/O Rebeck was a leather goods designer in Toronto and now is awaiting repat at an RCAF depot.



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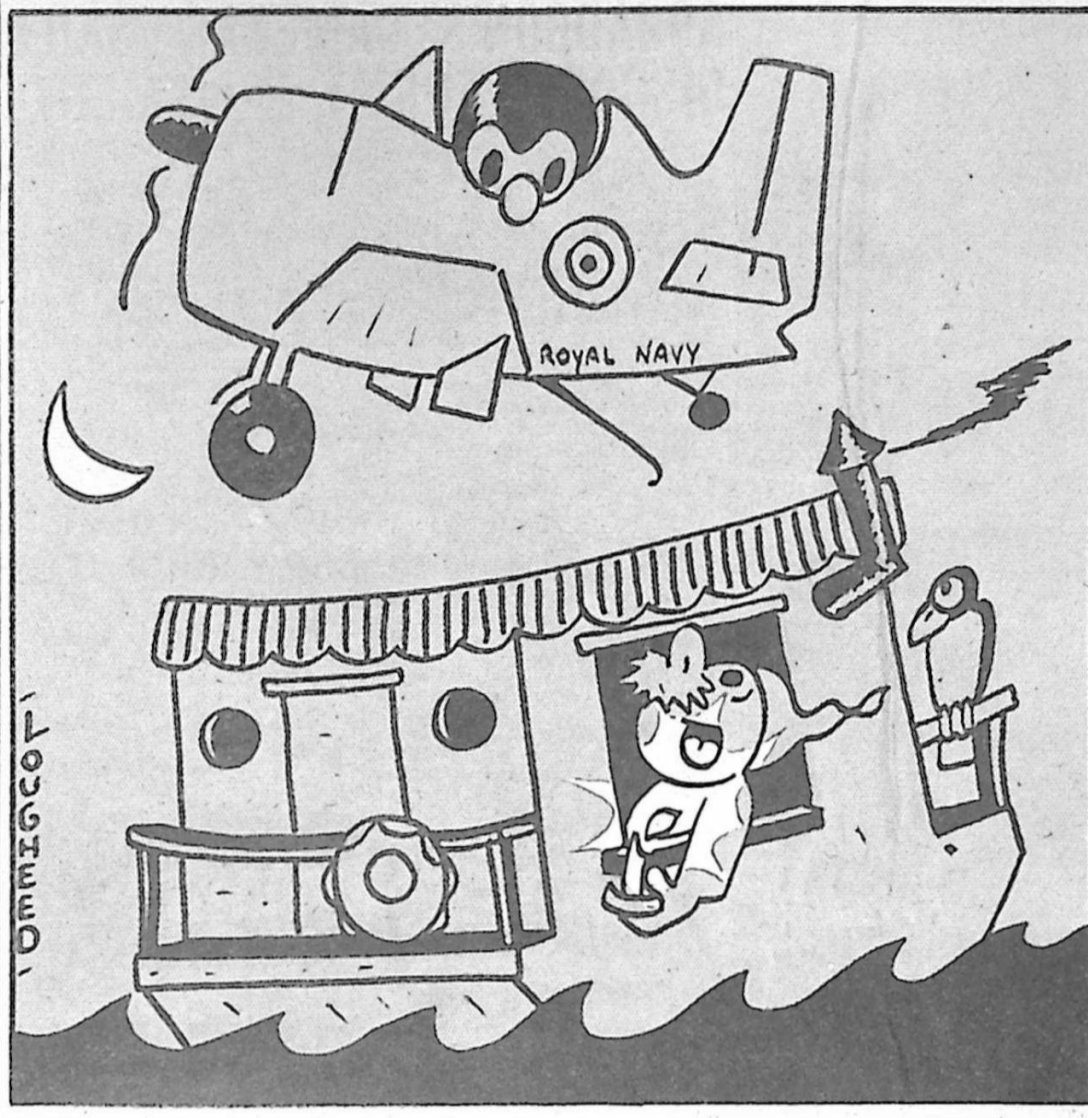
Wounded by flak after a strafing mission in Germany and with his aircraft badly damaged, a Canadian Spitfire pilot was thrown out of his cockpit to battle with his chute in the slipstream.

Driven by a brisk breeze, he landed near a wood. He was just fingering for his map in his right boot when he recognized a familiar landmark, his favourite pub, only a few miles from his home airfield.

The patron gave him an enthusiastic reception when he walked in at ten-time and complimented him on arriving so early. When he saw the pilot was wounded, he brought out the family bottle of best cognac and called an army truck to take the pilot back to camp. He has now recovered and is going home—to Canada.

LEADS TIGER FLIGHT

Recently appointed to command a flight with the Tiger squadron, F/L R. W. Green, Grandview, Man., has been promoted to the rank of squadron leader.



"This ain't the new one, mate."

NIGHTFIGHTER CORNER

Paging Major George

The fuel controller would have either gone nuts or south for the winter if he had seen the Nighthawk erks in action those icy days. They kept their billets warm by hacking up blitzed hangars and the log linings of ruined blast-days. Red "Foul-fuel" O'Brien has a sensitive nose for fire fodder and smells out combustibles more effectively than a hound-dog sniffs out buried bones.

Technical
Guy Smith is chief saw-setter and sharpener for the Hawks while Dave Connelly exhibits no mean degree of carpentry magic in fashioning buck-saw frames.

Other Nighthawks hep to the heat problem include Hank Thorell, "Curly" Cunnning, Dunc Currie, "Scottie" Beaton, Jack Schollar, E. Makinson, Wes Riley, Howie Vaughan, "Mac" MacPherson, W. Briggs and Ted Collinson.

Gen hungry erks packed the Canada House classroom to hear wing intelligence officer F/L Doug Baker discuss the current Russian offensive in his weekly gen session.

Cpl. George Reansbury is the Dan'l Boone of this outfit and constitutes a one-man menace to the local jack rabbit—Belgian hare—population. On a recent visit to Max Hare's favourite cabbage patch, George wrote fins to the quaint habits of two jack rabbits with a single shot from his trusty Jerry Mauser. Other successful rabbit assassins are George Murray and "Doc" Carter.

Cpl. Perc Macklin, Cougar squadron scribe, scribbles an unhappy note about the mud around his parts but adds that "we're slowly getting used to it, if that's possible." He and two other Winnipeggers, LAC Douglas McPherson and LAC Oliver Holmes, travelled to Paris by train on leave recently.

"We were met by the Provost Corps in Paris and taken to the Hotel Palace d'Orsay," said Macklin. "They had a chicken dinner ready for us, including coffee—with real cream—we could drink. We visited the souvenir shop in the basement of the hotel then did a little window

shopping around the town. Those huge buildings, blocks long; certainly impressed me. That night we went to the Folles Bergere; it was a wonderful show."

On the second day they did a tour of Paris by special bus, visiting places like the Place de la Concorde, Arc de Triomphe, Eiffel Tower, Napoleon's Tomb, Notre Dame and the Paris University.

Cougar squadron erks have formed a Cougar club. After the first general meeting, "Duke" Blain opened his great canteen, known locally as Duke's Bar, and if all goes well they will soon have their own mess and be a self-contained unit.

Under the direction of F/O Don Fortune, squadron education officer who helped get the club under way, the Cougars will have a unique set-up and the only one of its kind in the country. "Jake" Cumming, Canadian haggis eater, was elected president with Claude Edwards as vice.

The leave draw caused great excitement. Perc Macklin, Dick Richards and Jake Cummings are first to go in their respective sections. Al Bainbridge will be first to get back to his dear old Scotland.

NEW DUTIES

Adjutant of the station housing the Thunderbird and Goose squadrons, S/L A. J. Bond, Winnipeg, Man., has been promoted to that rank and now assumes the duties of SAO at another RCAF station in northern England.

TUSKERS GET NEW NAVIGATION CHIEF

Ceylon.—S/L Roger Tupper, Liverpool, N.S., who distinguished himself with Wingate's long-range penetration into Burma, is now navigation officer on a station housing Canada's Tusk squadron. Before coming east he completed a tour with the Demon squadron from Britain.

After a specialist navigation course in Canada and being posted to Ceylon as an instructor, Tupper volunteered for a special mission last March which proved to be Wingate's Flying Circus.

His first job after a battle course was to be towed into Broadway by glider to act as an air liaison officer with Wingate's column. He was placed in charge of a dispersal group for patrols behind enemy lines and from Broadway went on a 21-day march with a column of men, mainly to blow up bridges, rail lines and supply dumps behind the Jap lines.

BEAVER BASE

Two Tie Knot Twice

Event of the week was the marriage of LAW Phyllis Elliot to Sgt. J. E. Thrasher, the ceremony performed in the station church by S/L Stanley McLeod, Protestant Padre. To conform with service regulations prohibiting marriages on a station, the couple were united by a justice of the peace in York prior to the ceremony here.

Helpers

Bridesmaid was LAW Esther Faulkner, while the best man was a brother of the groom, Stoker Francis Thrasher of the RCNVR's "Meet the Navy" show cast, currently playing London's Hippodrome Theatre. The bride was given away by W/C J. W. Bootle. A reception in the "Y" Lounge followed.

Three much-harassed Beaver members, currently, are those concerned primarily with rehabilitation—F/L Neville Kirk and S/O Anne Solberg, personnel counselors, and F/L Ken Young, educational officer. Their advice is continually asked by airman and airwomen anxious to launch themselves in the post-war commercial or educational field best suited to them.

Fun and Games

Now under supervision of Dan Fortune, newly-appointed base administration officer, entertainment continues to flourish in the form of movies, stage shows, roller skating parties, dances, music appreciation hours (classical and modern), discussion and hobby clubs.

In embryo at the moment is a dramatics club with Flt/O Helen Hungerford, F/L R. M. Howard and Cpl. Max Seeley as chief organizers. Arrangements have been made for professional help from civilian dramatic groups and it is hoped the base will produce a play for entrance in festival competition.

Soon to be born, too, is an Art Club under direction of F/L Arthur Jones, Thunderbird pilot whose sketches and cartoons are fast becoming the talk of the base. Cpl. Helen Baker is helping with the organization.

SKIS TEMPT EX-CASUALTY

Shattered Knee no Barrier to Airman

F/O H. F. Grimbale, DFC, Vancouver, who recently left a repat depot, is looking forward to skiing in Canada, although six months ago his leg was so badly injured that medical experts were considering amputation.

On D-Day plus two, the Halifax of which Grimbale was bombardier was raked with shrapnel as Nazi ack-ack guns and fighter planes attacked. When the bomber left the target area, its navigator was dead and Grimbale had two pieces of cannon shell in his leg. One piece had torn away most of the bone of his knee.

The kite's hydraulic system had been knocked out so the bomb doors and undercarriage were hanging down. The bomber lost height until it was just over the tree tops and with the wind resistance of the bomb doors and wheels, climbing was impossible.

Flying just above the hills the bomber reached the English south-east coast. When landing, the Hally slewed off the runway and the pilot barely prevented a serious accident. It was discovered that one of the tires had been torn by a shell.

For months after, Grimbale was given special medical treatment in an effort to save the shattered leg. Now he will proudly show you the 90-degree bend he can do with it and relate the magnificent medical care given to wounded airmen.

"I wanted to go back and finish my tour, but the winco wouldn't hear of it," he said, explaining that a bomb aimer is required to kneel in the nose of the aircraft while approaching the target.

CRACK BUFFALO MAN HITS JERRY SHIPPING

With the largest number of shipping strikes to his credit in the RCAF Buffalo squadron of Coastal Command, F/L Howard L. Wainman, DFC, Orillia, Ont., will have interesting stories to relate when he arrives home shortly.

"The Buffalo squadron has one of the best scoring records in the whole of Coastal Command to-day," he says. These rocket-carrying, twin-engine fighters have been attacking enemy shipping with devastating effect. Wainman has taken part in attacks on enemy convoys, ships in harbors, destroyers and minesweepers.

He also is a member of the Goldfish Club having crashed in the Gulf of Cadiz when flying Beaus from Britain to the Med for Transport Command.

TOURS OVER

The following is a list of men who have recently completed tours with squadrons in RCAF Bomber Group:

F/O R. J. Dench, Toronto, Ghost squadron; F/L Bob Ton-neller, Carlyle, Sask., pilot, Iroquois squadron; F/L J. F. Smart, Concord, N.C., pilot, Lion squadron; F/L M. G. Casselman, Edmonton, pilot, Thunderbird squadron; F/L R. R. Kingland, DFC, Montreal, pilot, Bison squadron; F/L C. S. Ralton, Vancouver, gunner, Goose squadron.

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Spring Training Starts

Unseasonal Heatwave Hits Continent

Seasonal note for the folks back home: the first softball made its appearance on a Canadian fighter field in Belgium recently. After a warm spring sun, more worthy of April than February, had chased off the ground fog that cloaked the field one morning, there wasn't an Irvin jacket or a greatcoat to be seen.

Pussywillows popped up among the bushes; something started pushing up green sprouts in a patch of mud beside the perimeter track; an unharvested cabbage patch nearly gave off a strange and wondrous perfume as it thawed and then simmered in the unseasonal heatwave.

A few erks tossed a ball around behind their barracks after lunch and pilots moved camp chairs out of the mess to bask in the sun.

The war? A winco led three of his Spitfire squadrons out to escort more than 100 Lancasters in a raid on Wesel, vital German marshalling point supplying the Rhine front where the First Canadian Army is battering its way into the Fatherland.

Some of the Spits went down to the deck after the heavies left and did a little raiding on their own. F/L S. A. Tosh, Almonte, Ont., shared a damaged locomotive with F/O John Baker, Markham, Ont., both Wolf squadron pilots. Then Tosh shot up a motor vehicle, F/O Steven Straub, San Jose, California, flying with the Oshawa squadron, got a couple of railway boxcars.

The pilots said that from where they sat it was a nice spring day in Germany, too.

Homeward Bound

Among the many Canadians who have passed through the RCAF Repatriation Depot recently on their way home after finishing tours or completing service under the three-year repatriation scheme, are the following:

- F/L F. A. Win... DFC, Hamilton; F/L V. F. Painter, DFC, Victoria; F/O S. Boczar, DFC, Winnipeg; F/O H. K. De Beck, DFC, Victoria; F/O K. K. Davis, Winnipeg; F/L E. J. Lowans, DFC, Gananoque, Ont.; F/L G. W. Webb, DFC, Hamilton, Ont.; F/S S. W. Ford, Kilbride, Ont.; W/O M. G. Hertel, Hanover, Ont.; F/O G. H. Oliver, London, Ont.; F/O Fred Passmore, Stoney Creek, Ont.; Cpl. D. Wood (WD), Banff, Alta.; F/O Norman R. Modeland, DFM, Vancouver; F/O R. D. Fraser, New Glasgow, N.S.; P/O D. G. Barrett, Ottawa; F/O H. H. Long, DFC, Fredericton, N.B.; F/O D. A. Gibson, Calgary; P/O Walter Bula, St. Catharines, Ont.; Sgt. A. N. Pallett, Winnipeg; Sgt. W. W. Geldart, West County, N.B.; F/O Ron Healy-Ogden, Vancouver; P/O W. F. Beals, DFC, Vernon, B.C.; Sgt. Alice Beals (WD), Vernon, B.C.; F/L H. G. Upham, Minneapolis, Minn.; F/O Paul, Florence, DFM, Montreal; F/L D. A. Cochrane, St. Anne de Bellevue, Que.; F/S O. M. Brown, DFM, Ottawa; Cpl. L. J. Cormier, Moncton, N.B.; LAC George R. Dillon, Montreal; F/O Donald E. MacLean, Summerside, P.E.I.; F/O Bruce D. McEwan, Toronto; P/O W. F. Bouvier, Winnipeg; F/L Lloyd MacDonald, DFC, Toronto; F/L Joseph A. MacDonald, DFC, Summerside, P.E.I.; P/O Thomas V. Wilshire, DFC, Hamilton, Ont.; S/L John H. West, Hamilton, Ont.; F/O P. H. Le Gault, DFC, Montreal; F/O K. T. Brown, Vancouver; F/O J. D. Fetherston, DFC, Toronto; F/O A. J. Pelett, Toronto; F/S J. F. Cook, Montreal; F/S F. J. Gladwin, Ottawa; W/O J. S. Stacey, North Battleford, Sask.; Sgt. A. F. Smart, Edmonton; P/O R. W. Bryant, Toronto; F/S D. B. McCarthy, Saint John, N.B.; F/L A. M. Larson, Edmonton; F/O W. C. Gallagher, Spencerville, Ont.; S/L A. E. Monson, DFC, Cody, Wyoming; F/O Gerald E. L. Angell, DFC, Vancouver; Sgt. F. J. Hart, Vancouver; Cpl. Gordon J. Cairns, Radville, Sask.; F/O Douglas R. L. Parkinson, Toronto; F/L Joseph F. X. Veronneau, DFC, Bruderheim, Alta.; F/L Charles R. Snell, DFC, St. Thomas, Ont.; F/O Ivan N. Peterson, DFC, Grassy Lake, Alta.; F/O Donovan S. Brown, Windsor, Ont.; F/L Hugh Thompson, Toronto; S/L Arthur E. Pentiman, Ottawa; F/L Daniel S. Whitelaw, DFC, Montreal; W/O A. L. Le Groulx, Cornwall, Ont.; F/L J. P. A. Simard, Verdun, Que.; F/L Gerry A. Monty, Ottawa; P/O G. I. Widdis, DFM, Brockville, Ont.; F/O A. B. Leslie, DFC, Eston, Sask.; F/O G. F. Clark, DFC, Summerland, B.C.; F/O E. J. Burke, Kingston, Ont.; F/O H. R. Allin, DFM, Oshawa, Ont.; F/L Howard L. Wainman, DFC, Orillia, Ont.; P/O J. G. Bell, Toronto; Sgt. P. O. Beramini, Windsor, Ont.

PILOT MISSES NAZIS AS CANUCKS ADVANCE

Two hours spelled for F/O A. T. Gibb, Montreal, the difference between a POW camp and freedom. Just that much earlier, Canadian Army troops assaulting the Reichswald Forest had captured part of the German stronghold in which he landed after bailing out of a Spit. Next day he was back with his Falcon squadron.

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ARTISTE AND ARTIST.



F/O Charles Sherwood, DFC, Victoria, B.C. (left), former tenor with the Seattle Civic Opera Company, gets a smile and a chuckle from the caricature drawn by Sgt. Johnny Duchak, Regina, air-gunner and cartoonist. (Official RCAF Photograph.)

THE GHOST WALKS Flight Boss Promoted

Wearing his cigar at a new angle, F/L J. K. Goldie, Regina, feels that while February may be a short calendar month it has been a big month for him. In the first days of February he was appointed OC of "A" Flight, and now has the tailor shop sewing on the third ring of a squadron leader. In an exclusive interview with your correspondent the new squadron leader said, quote, "It sure makes you think, doesn't it?", unquote.

S/L Goldie was former playing coach of the Regina Rough Riders and a member of the service fastball team that won the South England championship last summer. The newly decorated lounge and billiard rooms of the sergeants' mess are taking on the color of a circus midway these nights as the entertainment committee stages snooker, cribbage and bridge tournaments with movies and the occasional smoker thrown in. Unorganised but equally pleasurable to the participants are the impromptu sessions of kitty pontoon engaged in principally by the gunners, and that game in which a group of chanters appear on pay nights to plead with two bouncing squares to produce funds for the construction of a house or the front porch for same. Stars of the last NCO smoker were LAC Saul Sobol, Toronto, who kept the dignified crowd rolling on the floor with his sparkling repertoire of stories; W/O Jock Weir, Toronto, who baggiped his way through two songs, "Road to the Isles" and "Lay that Pistol Down Babe"; Sgt. Lou Horne in a rhythmic tap routine; Sgt. Nick Carter, Enfield, North London, with his smooth piano accompaniment and boogie arrangement of popular numbers. On completion of the formal program the stage was left unguarded and customers were treated(?) to a brace of traditional air force ballads sung by a lusty quartet made up of W/O Weir and W/Os Moon, Chalmers and Parmenter with Sgt. "Baldy" Ball, Windsor, holding the microphone and facing up bravely to the slipstream. Entertainment Chairman Sgt. "Ash" Ashman, Toronto, arranged the show which was MCD by F/S Les Horner, Vancouver. Five skippers and their crews drew sheets and were welcomed into the ranks of the Ghosts this month. They are F/L A. L. Ross, Holland, Man.; F/L R. D. Hay, Toronto; F/O G. E. Frail, Greenwich, N.S.; F/O D. N. Payne, Toronto; F/O G. Cox, Toronto. The squadron has also gained a capable signals leader in the arrival from the Goose squadron of F/O G. F. Anderson, Toronto, who replaces F/L Durocher, recently screened.

MASCOT SCREENED

Iroquois squadron fliers with RCAF Bomber Group have lost their mascot. W/C Eric Mitchell, squadron commander, finished his tour recently and relinquished command of the unit. Minnie Simcoe, Redskin doll mascot, finished her tour at the same time. The squadron gave the mascot to Mitchell as a farewell gift when he moved to a new post.

DIZZY DEMONS Parish Hall Packed

Well over 1,000 squadron and echelon personnel and their friends flocked to the local parish hall last Saturday night to make a howling success of the bi-annual dance and get-together. The packed surroundings failed to stop everyone enjoying the Canuck brand of music dispensed by the RCAF Streamliners. F/L W. H. Reed, Trill, B.C., was in charge of arrangements. Sgt. G. Hodgson, North Bay, Ont., again supervised the thirst-quenching situation.

DEPARTED

The squadron's loss was OTU's gain when Aussies F/L Keith Taylor and Al Baz left for navigator instruction courses. New arrival for the CTO job is F/L E. G. Gamble, McMasterville, Que., replacing F/O G. McFarlane, Nova Scotia. Recently promoted to the rank of F/L are Bill Gill, Edmonton; "Stew" Butler, Willowdale, Ont.; C. M. Bblger, DFC, Renfrew, Ont.; P. D. Henry, Port Arthur; J. L. White, Port Hope, Ont., and R. D. Haryett, Bancroft, Ont. Also receiving his second ring is F/L Jack Neelin, Brandon, Man., who has completed his tour and is posted to OTU. Among the new arrivals here as ground crew replacements are Sgt. J. E. Thomas, New Brunswick; Sgt. S. J. May, Burford, Ont.; Cpl. N. D. Smith, Winnipeg; LAC J. E. Armstrong, Queenston, Ont.; LAC H. Muncaster, Vancouver, and LAC R. L. Van Patter, Aylmer, Ont. Posted home are Cpl. Al Huntley, Baildon, Sask.; Cpl. S. M. Harper, Vancouver; LAC D. G. Dillingham, Luseland, Sask.; LAC F. G. Watson, Galt, Ont., and LAC F. W. Wilson, Pilot, Mound, Man. F/L E. Beverley, Toronto, is hard at it from morning till night these days lecturing and giving air drill on Radio equipment. Our adjutant, "Suds" Sutherland, Toronto, has recently returned from conferences at Knightsbridge, and it looks like study evenings will really come into effect, especially on outstanding Canadian Legion courses.

BOMBER PILOT STEERS AIRCRAFT BY ENGINES

On a bombing mission over Bonn, F/L J. F. X. Veronneau, DFC, Bruderheim, Alta., pilot of a Lancaster, related how most of the controls were shot away, and how he was obliged to steer the kite back to base by the power of the engines. "The ailerons were unserviceably holed, the rudder jammed and only the elevators worked on this trip," said Veronneau, who recently passed through a repatriation depot. "I could just maintain height in the kite, but steering had to be done by alternately throttling the engines back or boosting their power."

OTTAWA UNIT GOING ON LEAVE

When German light flak caught his Typhoon fighter-bomber in a dive, during an attack on a bridge before the Canadian lines in Holland last October, S/L A. E. Monson, DFC, Cody, Wyo., and Los Angeles, Cal., baled out and was gently dropped to earth, with the help of two trees that broke his fall. With its coolant and oil drained away, the engine began to overheat, and was about to burst into flames. "I had to get out in a hurry, but I did make it over our lines. The chute opened okay—that was one worry behind me—but I still had to land," he said. "First I thought I'd crash into some trees, then I was sailing down neatly between them. There was some crackling as the canopy caught in the top branches, and I gently slowed up until I stopped—with my toes just touching the ground. That's the nicest landing I've ever done." Monson, an ex-CO of the City of Ottawa squadron, recently passed through a repatriation depot on his way home for a 30-day leave, after which he plans to return to operational flying.

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TEACHING GOLF WAS HELP IN FIRST TOUR

F/L George Sheahan used to guide erring players on the course of the Rivermead Golf Club in Ottawa. He found that patience learned then stood him in good stead during his first tour as a heavy bomber pilot. On one occasion during his recently completed tour with the Moose squadron, flak blasted equipment on the underside of his Canadian-built Lancaster as well as wrecking half the tail assembly and one engine. "It was like a dub golfer," he said, "hard to handle but nothing serious." Sheahan's bomb-aimer, F/O Nick Mangione, also hails from Ottawa.

SASKATCHEWAN PILOT FINISHES FIRST TOUR

One of three brothers serving in the Canadian forces, F/O W. W. MacKeracher, Plato, Sask., Lion squadron pilot, has completed his first tour on Halifax bombers. MacKeracher's young brother, P/O N. M. MacKeracher, is serving as a pilot with the RCAF in Canada. Another brother is a private with the Argyll and Sutherland Highlanders in Holland.



RADIO ROUND-UP

Sgt. W. J. Ambry, Calgary, is on his way home from a barge in the Hoogly river in India. His most recent station before his posting home was a radar unit mounted on a barge in a tributary of the Ganges.

"We were stationed in some pretty remote corners, but if you stay in camp nothing will come to bother you," said Ambry. "The only danger I ever saw was a couple of Kraits, tiny poisonous snakes. They weren't looking for trouble and neither was I."

Ambry was one of the very first electron specialists to come overseas. He arrived in the UK in the spring of '41 and took further training before going to India three years ago.

"Living on a barge might be all right if the river you're anchored in isn't holy," he added, explaining that the Hoogly and Ganges are considered holy by Hindus, who come to its banks to die. "Many's the time I've pushed our barge out from the bank to release a human body from between the barge and the shore. Bodies are floating all day in the water and ashes from burning bodies float in the air all day."

From transport driver to tube basher and then bomber pilot sums up the career of F/O Donald E. MacLean, Summerside, P.E.I. After one tour as a radio mech, he remustered and recently finished a tour with a RAF squadron. He's now on his way home to Canada.

Another one of the chosen few heading for home is F/L F. A. G. Carter, Toronto. Carter went to the Middle East in March, 1942, serving at Haifa and Mersah Matruh. Later he was posted to Aleppo on the Turkish border and more recently was CO of a mobile unit serving in Italy.

Another Middle East radio veteran en route to Canada is F/L Hugh Thompson, Toronto. One of the first officers to enter the city of Tripoli, he got there ahead of the hard-fighting 51st Highland Division. He has served in Britain, Africa, the Middle East and southern France.

Another flight-lead TO going home is Robert B. Harper, Montreal. He's one of those charmed few who got his promotion this side of the ocean.

A tour of squadrons operating on the 5th and 8th Army fronts in Italy completed, three mobile mechanics of the RCAF recently passed through Rome en route to a southern Italian base. It was their first visit to the "Eternal City."

The trio, LAC Jason Routtenberg, Montreal, LAC Ross Ferguson, Vancouver, and LAC Horace Slater, Hamilton, Ont., have been together since graduating from a course in Canada which specially fitted them for their present task, that of installing radio equipment in fighter squadrons under conversion. The boys opened what Ferguson terms a "Cook's tour" when they flew from Canada to Cairo via South America and West Africa in September, 1943. The nature of their work has kept them continually on the move since that time. Territory covered in the 15 months of mobility attached to the RAF, has

included stations in Palestine, Jerusalem, Gibraltar, Malta, North Africa and Italy. Two months has been the average stay in one spot.

NORTH ENGLAND

Jim Steele is on leave. When asked where he intended going, before leaving camp, his casual reply was, "I dunno!" Better not get lost, chum. Reg. Jackson is spending his leave in the Manchester district. When he left here, the "A" flight wallahs cried, "Three cheers; now we'll get some work done!" To keep his favorite football foot in trim, Wilf Challender has been manipulating a paper ball around the billet with Dave Holloway acting as guard. The exercise must have proved too strenuous, as Wilf is spending a few days under the watchful eye of the M.O.

Something new has been added to the radar billet. After bashing tubes all day, Vic presses uniforms at night. Cpl. Geof McDowell has recuperated from his recent battle course, and may be seen almost any night at the "Y," engaged in animated conversation with a WAAF from SHQ. Sgt. Johnny Walker is at present being exposed to the rigors of junior commando training. And so, as Les Plumb gets caught up with his weekly ironing, and Cpl. Don Boyd burns the midnight oil gazing at a picture of the girl he left behind, we sign off.

—Geo. Maybee.

LONE TUSKER VET HAS LIAISON POST

Ceylon. — Only remaining Canadian officer with the original Tusker squadron which came to the Far East almost three years ago, S/L Larry Gardiner, Woodstock, Ont., pilot, now holds an important and secret liaison post in Ceylon.

After Gardiner finished a tour of 1,000 hours' patrolling the Indian Ocean in Catalina flying boats, he was posted as officer commanding one of the squadron's detachment bases. His work was rated by seniors as contributing to successful operations on both sides of the Equator.

During his tour with the Tuskers he flew as co-pilot with W/C John Scott, Galt, Ont., to S/L William Bayly, Toronto, former flight commander, and W/C L. H. Randall, also former CO of the Tuskers, before taking over as captain of his own aircraft.

FLIGHT LEADER

Still on his first tour, 1/L Ray Swartz, Kitchener, Ont., has been named flight commander with the Ghost squadron.

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RADIO

GFP (General Forces Program) 342 m., 877 kc. AEF (Allied Exped. Forces Program) 514 m.; 1050 kc. Home News from Canada, AG, nightly from 2010-2015. Canadians also contribute regularly to the following daily programs of the AEF: Rise and Shine, 0601-0700 and 0720-0800. Combat Diary, 0901-0915. Mark Up the Map, 1745-1755.

Sun., Feb. 25.—1030-1100, G, Calling All Canadians. 1215-1230, AG, Ice Hockey from Canada. 1230-1300, A, Clear Lower Decks. 1715-1800, A, The AEF Special.

Mon., Feb. 26.—0730-0800, A, Return Engagement. 1630-1700, A, Fiesta. 2030-2100, A, The Canada Show. Tues., Feb. 27.—1001-1030, A, Morning After the Canada Show (Repeat). 1430-1500, A, Headquarters Band of the RCAF. 1715-1800, A, The Canada Guest Show. 2235-2300, A, Music From the Pacific.

Wed., Feb. 28.—0925-1000, A, Music From Canada. 1115-1145, G, Music From the Pacific. 1145-1200, G, The Western Five. 1230-1300, A, Serenade for Strings. 1901-1945, A, The RCAF Show. 2207-2235, A, Soliloquy.

Thurs., March 1.—1715-1745, A, The Canada Swing Show. 2235-2300, A, Reminiscing.

Fri., March 2.—0925-1000, A, The AEF Ranch House. 1445-1500, A, The Old Songs. 1630-1700, A, Music Time. 1745-1800, A, Rhythm Musicale. 1815-1830, A, Going to Town. 2105-2115, A, The Canada "Sing" Show.

Sat., March 3.—0930-1000, A, The Canada Show Dance Orchestra. 1815-1830, A, Interlude in Blue. 2200-2230, G, The Canadian Show. 2235-2300, A, Latin American Serenade.

Londoner Has Travelled Many Theatres of War

Middle East.—Since joining the RAF in 1938, stocky F/L Bob Grassick, DFC, London, Ont., has packed a variety of experience into his Air Force career. He went to an operational squadron the day before war broke out and has fought in France, before the German drive through the Lowlands, during the battle of France, over Dunkirk, in France after Dunkirk, during the Battle of Britain and during the Desert War.

He has scored eight enemy planes destroyed, four probables, and three damaged. In addition he has included other miscellaneous duties, including chasing sheep thieves in South Africa, service over the Indian Ocean, and ferrying aircraft in the Middle East.

He started his war-time flying with convoy patrols over the English channel in November, 1939. He heard that a RAF Canadian fighter squadron was being formed and applied for a posting to it. The posting came through.

He trained and carried out patrols during several months and then volunteered along with several other Canadians for service in France. "It turned into quite a party and we were certainly shaken," Bob recalls. "We arrived at a place called Vitrey about eight in the morning and were alerted an hour later."

Their patrol ran into Heinkels and Me109s. He got in some shooting but didn't score. A few days later the squadron went to Belgium, and again Bob found himself tangling with the Hun. It was then he got his first aircraft, a Me109. Shortly after he picked off a Ju88.

His squadron covered the evacuation from Dunkirk. When Dunkirk was over he had scored four confirmed and two probables. After Dunkirk he returned to France, but was posted back to England after the capitulation.

Back in England he served in the Battle of Britain with the squadron commanded by W/C Douglas Bader. In 1941 he volunteered for service in the Middle East. Later he saw action with the DAF around Gambut and El Adem. At this time he was flying a Kittyhawk.

Then followed duty as a test pilot in another African theatre and later he was posted to Egypt where he is with a Ferry Command unit.

RCAF BOMBERS

(Continued from page 1)

4000 pound bombs they saw great explosions and the glow of fires.

F/L W. M. Walker, Niagara Falls, Lion squadron pilot said, "There was a light haze over the aiming point, but we bombed on sky markers and it was not difficult to pick out the target with so many incendiaries breaking. It was cold up there—minus 42—and we had to go back over the bombing run a second time, due to the bomber's intercom line freezing up. I saw two Nazi fighters shot down just after leaving the target area. It looked like a successful prang."

HEADQUARTERS

Accent on Terpsichore

Dances seem to be the highlight in the entertainment side of things around headquarters, with no less than three coming up in the near future. Base Accounts are holding their shindig on February 28; the Postal Depot has a combined Air Force and Army do tabbed for March 5; on St. Patrick's Day the headquarters staff expects everyone to wear a little bit of green at their monthly dance. Seymour Hall's spacious ballroom will be the meeting place for these affairs.

Reports from the sports branch tell us that the badminton tourney is progressing neatly, but moral support from spectators would really be appreciated. Chelsea barracks is where the bird stars are seeking titles.

The cageball teams haven't been playing much lately, but playoffs are slated to commence within three weeks. Some keen contests are expected before the schedule is finished.

Socially again we find that 35 WDs prettied up and joined a similar party of Canadian CWACs, and WRENS to have some fun on invitation at a YMCA dance Saturday. Sgt. Pennfather and LAW Dockrey answered the call for a pair of WDs to attend a luncheon by the Rotarians of Clapham. They have not told us whether they are full-fledged members of the party as yet.

Last week's St. Valentine's dance sure had its moments. The music was solid, the crowd was immense, and the character on the mike who prompted the partners' osculation was the



'CAN'T HELP SINGING'

(Leicester Square) As a prospectus for the California Chamber of Commerce, Deanna Durbin's "Can't Help Singing" is quite commendable, but it is anything but high-class merchandise as a Universal opus.

Jerome Kern's "Californ-I-Ay" (In Californ-I-Ay it never rains, it only drizzles champagne) is tuneful and carries a great sales-wallop. Other than the Durbin lungs and some refreshing scenery in Technicolor, this picture has little to offer as entertainment on a 9-day leave.

APPOINTMENT

Pilot with the Lion squadron, W. B. Brittain, Montreal, has been promoted to squadron leader and named flight commander with the unit.

String, Grease Spot Help Evasion of Jap Attacker

India.—A piece of string and a grease spot enabled P/O Walter Thorburn, Winnipeg, to use his gun sight and drive off a Jap fighter, after the electrical mechanism of the sight had failed. Tall gunner in a Liberator attacking a target in the Rangoon area, Thorburn found the sight was not working as his aircraft approached the target area. He quickly fixed the string and grease spot to the sun screen on the gunsight.

"It is a reflector sight," he explained, "which depends on a small light shining on a tilted screen. When you look through the sight you get a pair of cross bars on the lens which help in aiming."

"I had tested the guns soon after we started and found everything in order. Not far from the target I made another check and found the electrical system had failed; the light wouldn't go on and I had to improvise in a hurry."

"I remembered the sun screen which flips over the lens for aiming into the sun. I stretched a piece of string across the lens, clamped the screen down on it, and then put a tiny spot of grease in the center of the screen as a substitute for the cross bars. It wasn't too accurate, of course, but evidently it was good enough to discourage the Jap."

The enemy fighter came in from astern. Thorburn and the mid-upper each got in a burst before it veered off. Then it returned to the attack and Thorburn's twin guns sprayed it with lead.

"He never came within 400 feet," said Thorburn. "He dived and didn't come back. I couldn't tell whether I hit him or not."

The Liberator suffered only one hole in the starboard wing as a result of the Jap attack. P/O L. N. Rawson, Kamloops, B.C., co-pilot of the Liberator,

TEMPESTS MESS UP DREAM TARGET

Seven RAF Tempest pilots flew out of a cloud west of Warburg recently and found a "dream target," a V formed by two converging railway lines, each containing a lengthy goods train, one with 35 trucks and the other with about 20.

The squadron leader, a New Zealander, and three other Tempests dived on the longer one. The remaining three took the second.

"One truck blew up and burned as soon as we began our attack," said F/L D. L. Price, Moosomin, Sask. "The engine was hit and stopped and by the time we had finished there was a whole string of fires. As we made our second run, a flak car on the end of the train opened fire. We must have written off the gun crew for there was no opposition to our third attack."

Total claims for the entire operation were three locomotives damaged (one was attacked elsewhere), 12 motor vehicles destroyed, 32 damaged, one box car destroyed, two damaged, one flak-car silenced.

said Thorburn's fire had almost certainly saved the bomber from a serious situation.

Bassano Flier Bags 50th Hun for Cougar Squadron

Carving a niche in the history of the RCAF Cougar squadron, F/L Ben Plumer, DFC, Bassano, Alta., shot down the 50th enemy plane to be destroyed by the unit since the invasion. His kill came on a recent night patrol.

The victim was a He219, one of the latest types to be used by the Germans as a nightfighter, and first to be shot down by Canadian nightfighters.

Plumer sneaked up on it at over 25,000 feet where it was apparently searching for stragglers from an Allied bomber raid.

"He was between Venlo and Aachen, just circling around," said Plumer. "There was no moon but it was a beautiful starlight night and we identified him easily as we came in from below. We dropped back and fired from dead astern. There was a big explosion in the fuselage and he went off in a steep dive. He hit the deck and blew up."

It was Plumer's third kill. His navigator was F/L E. H. Collis, Birmingham, England. Only 27 shells had been used in the burst. The Cougars lead Allied nightfighter units in scoring since D-Day, shading the second place RCAF Nighthawk squadron by two planes destroyed.

TWO DSOs

(Continued from page 1)

McQuoid, DFC, Summerberry, Sask.; Jerrold Arthur Morris, DFC, London, Eng.; and F/Ls Ronald Claus Moyer, DFC, Beamsville, Ont.; John Maurice Bourassa, DFC, Peace River, Alta.; Patrick Crosby Cadegan, DFC, Glace Bay, N.S.; Jesse Ray Coffey, DFC, Provost, Alta.; Ralph Gordon Herbert, DFC, Kelowna, B.C.; Richard Charles McClelland, DFC; John William Patterson, DFC, Cobaygeon, Ont.; and Philip Joseph Wilson, DFC, Edmonton.

Immediate DFCs have been awarded to F/Ls James Andrew Lorne Ford; Jerome Joseph James Stalberger, St. Cloud, Minn.; Neil Duncan Mara, Toronto, now reported missing; F/Os Joseph Rodolphe Henri Lafreniere, Three Rivers, Que.; and Samuel Blair Lindsay, Rossburn, Man. Those receiving non-immediate DFCs and DFMs are listed on page 3.

MEET ME IN ENCHANTMENT! This enchanting Technicolor comedy introduces the already famous Trolley Song and other magical numbers—and the Misses Garland and O'Brien in their greatest parts . . . to make your hearts sing, and your minds forget the grim world of today.

Advertisement for 'Meet Me in St. Louis' featuring Judy Garland and Margaret O'Brien. Includes text: 'Meet Me in St. Louis', 'JUDY GARLAND MARGARET O'BRIEN', 'FRIDAY', 'EMPIRE', 'LEICESTER SQ * GER. 12.14', 'Metro-Goldwyn-Mayer'.

Leicester Square THEATRE

Advertisement for 'Can't Help Singing' at Leicester Square Theatre. Features Deanna Durbin, Robert Paige, Akim Tamiroff, and music by Jerome Kern. Directed by Frank Ryan. Produced by Felix Jackson. A new Universal Picture. Gay Romantic Musical Comedy.

Advertisement for 'None But the Lonely Heart' at Odeon Leicester Square. Starring Cary Grant, Miss Ethel Barrymore, Barry Fitzgerald, June Duprez, Jane Wyatt. Produced by David Hempstead. Directed by Clifford Odets. From the novel by Richard Llewellyn, author of 'How Green Was My Valley'.

ENTERTAINMENT GUIDE

Table listing theatres and their current shows. Includes Aldwych, Hippodrome, Palladium, Prince of Wales Theatre, Strand, Whitehall, Windmill, Dominion, Empire, Odeon, and Warner.