



## HEAVIES SHARE IN GIANT BLITZ

### EVERY RCAF SQUADRON POUNDS NAZI CENTERS

Monheim, Dortmund, Reisholz, Duisberg, Worms, Essen Feel Bomber Blows

#### GROUP AIDS ADVANCING ARMIES

Enemy war factories, oil refineries and installations, rail and transport facilities and precision instrument factories felt the powerful weight of various RCAF Bomber Group attacks on Western Germany last week.

All Canadian squadrons took part in the attack a week ago Tuesday in which more than 1,200 aircraft were despatched. An all-Canadian effort by Halifax aircraft was aimed at the oil refineries at Monheim. Other aircraft helped blast the industrial city of Dortmund. Canadians flying with the RAF went after oil installations at Reisholz.

Two forces took advantage of good weather on Wednesday night to pound Duisberg in the Ruhr with Lancasters while Halifaxes hit Worms, on the Rhine, directly in the path of the approaching Allied armies.

Noted for precision instrument and other factories, Pforzheim, in south-western Germany, was attacked for the first time Friday by Canadian Lancasters who joined a considerable RAF force. Canada's Moose, Ghost, Ironclad and Illice squadrons took part and all RCAF planes returned safely.

Cloud obscured Essen with its Krupp war factories, which was the daylight target for a strong force of Canadian Halifax bombers Friday. The bombers were escorted by Mustangs and Spitfires. Opposition was light and no enemy fighters and little flak were encountered.

At Monheim the lubricating oil factory which was attacked had been adapted for gasoline production. The plant had been repaired after an American attack last October.

Bombs were dropped through clouds. Several explosions at Monheim, and fires at Dortmund that could be seen for 50 miles, testified to the accuracy of the bombing.

At Duisberg and Worms, stiff opposition was offered by German nightfighters and flak was slight to moderate from both targets.

After the Essen attack, F/O C. R. Laing, Lion squadron bomb aimer, Hamilton, reported, "There was thick cloud over the target and we were flying through it most of the time."

"We bombed by instrument and the concentration of aircraft was good. Everybody seemed to be dropping their bombs at the same time."

### Tusker Fliers Return to UK After Far East Tour

Sporting a sprinkling of bush hats and chatting with the jargon of the Far East, RCAF air and ground personnel from the All-Canadian "Tusker" squadron, have arrived at a British port, their tour of service in the South-east Asia Command terminated.

Boasting a record of highest serviceability in the Command, they covered a 3,000,000 square mile expanse of tropical ocean on anti-submarine, reconnaissance and rescue patrols in Catalinas from their Ceylon base.

Spotted Japs It was an aircraft of the Tusker squadron which, in 1942, spotted the Japanese fleet moving toward Ceylon and flashed the warning in time for the island to prepare its defences and give the enemy a shellacking.

The force was met in port by Air Commodore A. D. Ross, GC, OBE, who addressed them aboard ship before they disembarked, and outlined future plans for them. Those who have completed tours will be repatriated, and others will continue in service.

S/L J. R. Gowans, DFC, Grand Forks, B.C., said that last July the squadron broke the Command record for the number of

### FIGHTER MEN DEFEAT HUNS

TAF Spits Get 8, Damage 3 in Air

Fighter pilots from the Caribou, Falcon and City of Winnipeg Bear Spitfire squadrons destroyed eight Hun planes and damaged three in air scrambles over the West front Sunday.

The day's victories brought the total of enemy aircraft destroyed by their top-scoring wing of 2nd TAF to 299 since its formation in July, 1943, of which 270 have been accounted for since D-Day.

Taking on odds of nearly four to one on Sunday, a dozen Caribou Spits mixed it with 40 plus enemy planes over Rhelms, shot down seven Me109s and damaged another without loss.

In an earlier melee five miles east of Enschede, a patrol of four Falcon Spits engaged 16 plus Me109s, destroying one and damaging one.

East of Groenlo, a twin-jet Me262 was damaged by two Bear Spits.

Of the seven brought down by the Caribous, two each were claimed by F/L R. B. Barker, Vancouver, P/O E. C. Baker, London, Ont., and F/L R. K. Trumbley, Toronto. The seventh went to F/L D. C. Gordon, DFC, Vancouver, and F/L Barker also damaged one.

F/O H. W. McLeod, Park Corner, P.E.I., Falcon pilot, destroyed one and damaged another, while the damaged jet job was shared by F/Ls K. S. Steen, Lindsay, Ont., and B. E. Innes, Battleford, Sask., both of the Bears.

The Caribous were on armed reconnaissance when they

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hours flown, and that was made possible only by the superb work of the ground crews. "We also flew the longest photographic reconnaissance in RAF records," he said. S/L Gowans has one seriously damaged Jap sub to his credit.

Among those returning were F/S Barney Wilson, Niagara Falls, Ont.; F/L Walter Tompkins, Toronto; F/O Lance Emerson, Trill, B.C.; F/O Findlay Quinn, Ottawa; F/O Duncan Campbell, Renfrew, Ont.; F/O Harry Harrison, Calgary; F/L Joffre Woolfenden, Toronto; F/O Stanley Parkin, Courtenay, Vancouver Island; F/O W. W. Penny, Port Coultlam, B.C.; F/O F. R. Coy, Invermere, B.C.; F/O M. M. Burrows, West Vancouver; F/O D. D. Stewart, Victoria, B.C.; F/O H. T. Jackson, San Anselmo, Cal.; F/O W. R. Clerihue, Vancouver; F/O John Grivell, Nelson, B.C.; and F/O D. A. Boucher, Vancouver.

### MORE MURALS



LAC Don Jarvis, Vancouver, adds another mural to the many that adorn the walls of RCAF messes and recreation rooms all over the world. This wall is in Europe.

(Official RCAF Photograph.)

### Versatile Tiffies Pool Weapons For Big Attack Against V Sites

Rockets, Bombs Used Together For First Time on Buzz-Bombs

Holland.—For the first time rocket-firing and bomb-carrying Typhoons participated in combined operations against two V-1 sites and defending anti-aircraft positions near Rotterdam recently. The V sites, camouflaged among a group of buildings including oil storage yards, are believed to have been used to launch the robot bombs against Brussels.

### TAF MEN TOP AWARDS LIST

Pilot Downs Three; Given Bar to DFC

Award of the Immediate Bar to the DFC to S/L Gordon Wonnacott, DFC, Edmonton, is announced in the London Gazette in the latest list of 16 decorations to Canadian fliers.

S/L Wonnacott's citation says, "In January, 1945, on returning to base at the completion of a reconnaissance, he saw the airfield being attacked by a large force of enemy aircraft. S/L Wonnacott immediately engaged the enemy. Before all his ammunition was expended this resolute pilot had destroyed three of the attacking force."

Non-immediate Bars to the DFC are awarded to three 2nd TAF pilots. One was F/L Wilfred John Banks, DFC, Leaside, Ont., who took part in the Arnhem troop landings and destroyed two aircraft in one combat. He got two more on another occasion, which brought his total to at least 10 enemy aircraft. On another occasion he brought his aircraft back with half its prop blade shot off by flak.

The second, F/L Charles William Fox, DFC, Guelph, Ont., has to his credit 153 vehicles destroyed or damaged, four aircraft destroyed and two damaged.

The third recipient, F/L Joseph Marie Guly Piamondon, DFC, Quebec, commands an RAF squadron which since June has destroyed or damaged 200 fighting vehicles.

The immediate DFCs are distributed as follows: F/L John Wilburn Garland, Richmond, Ont.; F/O Gregory Donald Cameron, Toronto; F/L Donald Campbell Gordon, Vancouver; F/O Robert Harold Lawrence, Edmonton, Alta.; F/L William Sawers, Montreal; and F/O Harold John Musselman, Kitchener, Ont.

Non-immediate DFCs go to F/L Walter Arnott, Irwin, Toronto; F/O James Robert McLaughlin, Colbourne, Ont.; S/L Harold Orville Gooding, Ottawa; S/L Ross Frederick Reid, Toronto; F/O Donald Murdo Mackenzie; and S/L Anthony James Pinhorn, Hamilton, Man., since deceased.

### EYE WITNESS TELLS ABOUT JOINT STRIKE

Auster Circles Near As Tiffies Drive In

By F/L R. J. TAYLOR, PRO

Holland.—Ten miles north of where we circled in an observation Auster, Typhoons were blasting V-1 launching sites near Rotterdam with rockets and bombs.

Through our binoculars we could see them, diving toward the plumes of black and white smoke which rose from their targets. Though visibility was not good we could see the orange pinpoint where the bombs fell.

The Army-Air Liaison Officer, Capt. Ernest Cleveland, North Vancouver, F/L Alex MacDonald, Vancouver, the pilot, and myself were at five thousand feet. Below were floodwaters, houses were inundated, and to the north, across the Rhine, was Rotterdam.

Half a dozen barrage balloons glistened in the sunlight, and it was from nearby that columns of smoke arose. First black oil smoke, then steady columns of white smoke that merged with the chunks of cloud.

We could see the Typhoons coming from the south, banking and wheeling into line astern.

(Continued on page 6, col. 1)

### MOSSIE PILOT FINDS CONVOY

Night Men Strike Enemy Transport

Catching up with a German transport convoy recently F/L W. L. Drake, Kingston, Ont., had his biggest night in ten sorties, as he destroyed six vehicles and scored cannon strikes on eight other trucks.

The six destroyed shot up in flames and exploded. Nosing down in his Mosquito to have a look at the damage Drake spied a large factory silhouetted against the fires and promptly strafed the building with cannon. The building caught fire. The action took place just across the German border from Holland.

Drake's navigator, F/O Ken Gunning, Hebben Bridge, York-shire, did a good job directing his pilot to their objective, as most of his equipment went out of order soon after leaving base. Climbing above the clouds, Gunning took a fix on the North Star.

On previous sorties the pair accounted for three trucks and a damaged train. F/L Drake was an instructor in Canada for three and one-half years and for a long while despaired of ever seeing any overseas action.

### WING SCORES 50 BREAKS IN ENEMY RAILS

Typhoons Spark Big Drive on Transport

An all-time record for rail cuts by a single wing in one day was set last week when the RCAF Typhoon wing commanded by G/C Dean Nesbitt, DFC, Montreal, made 50 cuts in German lines.

The effort was the opening of an all-out offensive against the enemy's railways and RCAF Spitfires joined in the attacks. The offensive goes on.

Typhoons and Spitfires on the west front claimed a good share of the total of railway locomotives and goods wagons destroyed and damaged.

Sections of Typhoon fighter-bombers from the City of Westmount squadron made successful attacks against a trainload of enemy tanks in the marshalling yards between Geldern and Wesel.

#### Novelty

Something new in Hun transport was discovered by City of Ottawa pilots in the suburbs of Kempen. It was a large, camouflaged lorry drawn by a horse. The fliers chuckled over the fact that while the lorry was destroyed the horse got away.

On Saturday German heavy artillery near Venlo which had been shelling Allied positions on the west bank of the Maas was neutralized by combined rocket and fragmentation bomb-carrying Typhoons from sister RAF and RCAF wings. This attack was an Army assignment.

On the same day City of Westmount Tiffies flew deeper into Germany than they had been before in an unique mission. Three sections took part, navigating independently but synchronizing their attacks against rail communications. Over the target cloud forced them to use the same keyhole.

The sections were led by S/L J. Beatty, St. Catharines, Ont., F/L Lyall Shaver, Sudbury, Ont., and F/O W. Avila, Amherst, N.S. Ten interceptions were made.

On Sunday the City of Montreal and City of Ottawa squadrons took part in attacks against a V-1 site at Herdrecht. Two RAF Typhoon squadrons shared in this mission. The squadrons worked together, attacking anti-aircraft sites north and south of the V area, and also the assembly sheds and ramps at the site proper.

Monday, RCAF Tiffies on dawn reconnaissance attacked six trains. Two sections of the City of Montreal squadron took part. They were led by F/Ls R. Spooner, Vancouver, and E. J. McAlpine, Windsor, Ont.

### RCAF Station in UK Ready For Book Blitz on V-Day

With foresight characteristic of the RCAF's training history, plans have been completed at a Canadian station commanded by G/C W. P. Pleasance, DFC and Bar, Calgary, to launch a combined technical, high school and university training program immediately upon cessation of hostilities, so the personnel awaiting repatriation can make fullest and best use of whatever period exists before their respective repatriations.

Under the plan of F/L Kenneth Young, Nordegg, Alta., educational officer chiefly responsible for the scheme, this operational air base can become an operational campus within 24 hours. Young and his staff have drawn up syllabuses, have arranged for classrooms and lined up instructors for each of the widely diversified study channels.

"There is something for everyone," Young said, "no one will be able to complain justifiably about idle time while waiting to go home."

The plan springs from the opportunities provided for by the Canadian Government's rehabilitation provisions. "Without these commercial and educational provisions and gratuities," Young explained, "we would have had little impetus, little background from which to draw up syllabuses."

Personnel counsellors co-operating with Young's staff are F/L Neville Kirk, Calgary, and S/O P. A. Solberg, Ottawa and Vancouver, who conduct an average of seven to 10 interviews daily; sometimes individually, on other occasions to groups. Others on the staff are F/O Larry Evans, Kelowna, B.C., Sgt. Bill McLaren, Vancouver, and LAW Helen Woodcroft, Vancouver.



WINGS ABROAD

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Looking Forward

WDs in UK Make Off-Hours Pay

This is the first of a series of articles on WD activities in Britain, written by F/O Dorothy Howey, RCAF PRO

The post-war world may seem far away to 1,000 airwomen of the RCAF in Britain, but they are planning and studying now for their roles in civilian life when they return to Montreal, Toronto or Vancouver. Teleprinter operators who tap out important messages, typists who keep the internal business of winning a war speeding along, cooks who prepare meals for fliers, parachute riggers who pack chutes, find time to study and prepare themselves for jobs after the war.

They spend off-duty hours cramming French, German, English, mathematics, radio mechanics, shorthand, music and handicrafts because these subjects will fit them to earn a living when air-force days are over.

Getting a re-start on high school, university and business courses interrupted when war called them to service, is a real job to these serious-minded youngsters. W/C R. M. Winter, Kingston, Senior Education Officer, RCAF Overseas, formerly director of summer school at Queen's University, says Canadian airwomen are "more and more interested in equipping themselves now to meet post-war employment needs."

Languages

"Languages are the most popular study among airwomen," said Flight-Lieutenant E. E. Spencer of Frelighsburg, near Montreal, who supervises programs of study at RCAF headquarters overseas. "Living in England," he says, "has made Canadians world-conscious, and whether they plan to travel, work in England or return to teaching, nursing or business in Canada after the war, they feel that languages will help them."

FLIER SCORES AFTER INJURY

Pilot With Broken Neck Bags FW

Despite a crack in one of the arches of his neck vertebrae, F/L J. L. Swan, Drumary, Thompson's Bridge, Enniskillen, Northern Ireland, pilot with a RCAF squadron of RAF 2nd TAF, shot down a FW190. A few weeks earlier he was involved in a motor accident, and after receiving attention informed the station medical officer that he felt quite fit. "He came to me," said the MO, "and complained about a slight pain in his neck. I wanted him to have an X-ray and had completed the necessary forms so that he could be admitted to hospital. "We were having a good deal of air activity at the time, and Swan urged me to allow him to carry on flying. During this period he got a FW190. Later the X-ray revealed there was a crack in one of the arches of the neck vertebrae."

F/L Swan will be in hospital with his neck in plaster for a month or two.

Bonaventure, Quebec, has completed work in elementary German and is confident that with her three languages—French, English and German—she will earn a better living as a stenographer in Quebec City than before the war. Romance inspired two mem-

Engelson. They speak the language fluently, and as the former says, "Norwegians understand me, so I guess my pronunciation is all right." LAW Maureen Tarnesvik, Toronto, who interrupted school to marry, and later to join the RCAF, will enrol at the Univer-

put it together again. Before the war she taught school and today is studying French and English "to keep her hand in." "Because I have nimble fingers from piano playing they thought I would make a good teleprinter operator," says LAW Irene Harrington. London, ENG-

teaches those "who really will try to practise." She was born in Canada. If she has to work after the war LAW Joyce Pratt, Toronto will have book-keeping to add to her qualifications as stenographer. She passed her exams while in the Air Force.



Schools in after-hours at RCAF Bomber Group. LAWs Joyce Pratt and Maureen Tarnesvik in front; LAW Irene Harrington, Cpl. Freda Palling, Kamloops, B.C., and LAW Zella Ferguson in the back row, are the students. (Official RCAF Photograph.)

bers of the division to learn Norwegian. They are LAW Margaret Filkke, Lunenburg, N.S., and Squadron Officer Betty Engelson, Toronto. They will live in Norway after the war. The former is the wife of Gnr. Elias Filkke of Stavanger, and the latter is the wife of a Norwegian flier, Lt. Einar

sity of Toronto after the war. Today she is studying English to pass her matriculation examinations. Corporal Freda Palling, Kamloops, B.C., wants to operate a radio repair shop after the war. She is a proficient wireless operator and can take a radio apart, repair its inner workings and

land. She holds her teaching certificate from the Royal College of Music, London, and plans to go to Toronto to teach music after the war. "To keep in practice," she teaches music to a number of officers and airwomen at her station in England. She took her own instruction on scholarships and only

Versatile Between driving lorries down English roads, chauffering, changing tires and repairing motors, LAWs Nancy Lee, Windermere, B.C., and Lauretta Hough, Fort Haney, B.C., learned shorthand. They plan to become stenographers after the war. They are stationed as drivers at RCAF Bomber Group overseas. Sgt. Shirley Nicholson plans to teach school after the war. First, she must secure her teachers' certificate, so she is studying principles of teaching in between hours as station education clerk at RCAF Bomber Group overseas.

In London, airwomen study at county schools at their own expense and receive diplomas when they have passed the examinations. While languages are the main interest, there is a large enrolment in typing, shorthand, commercial art, music and domestic courses. LAW Audrey Loxley of Bedford, England, was born in Canada, joined the Women's Division in England but plans to do commercial art in Canada after the war. She studied art in school and is continuing her sketching and painting while with the Air Force.

Squadron Leader G. S. Apperley of Downsview, Ont., a former teacher in the Toronto Normal School, in charge of education at RCAF Bomber Group, says: "It is the diversity of outlook in education that interests personnel. On stations especially, the airwomen are interested in a variety of subjects from housekeeping, accounting, leathercraft to music, to better their lives after the war."

"ICI et LA"

Le nouveau bulletin de la station du Groupe Jos. Lecomte, le "Nissen News" fut reçu avec enthousiasme chez les membres du service navigant et chez les "rampants" et même au Quartier-Général à Londres. Les commentaires les plus élogieux nous parviennent de tous côtés et les autres stations du Groupe de bombardement envoient les escadrilles "Alouette" et "Hiboux Blancs" qui ont maintenu un excellent médium de publicité et un moyen d'exprimer leur pensée. Ce journal mensuel est leur et tous sont invités à y collaborer. "Wings Abroad" souhaite longue vie au "Nissen News".

avoir complété une tournée d'opérations vient d'être affecté comme pilote de relève, Gilles qui ne rêve que de voyages en pays lointain sera servi à souhait et se dit très heureux. Déjà il entrevoyait le continent européen, l'Afrique, les Indes et même le Canada.

Nos rapatriés: Après un tour d'opérations en territoire ennemi, le sous-lieutenant d'aviation Maurice Renaud de Hawkesbury, Ont., doit retourner au Canada. Renaud, un bombardier, a effectué ses opérations au-dessus de la Norvège, de la Ruhr et de la France. Deux frères monténégrins qui font partie de l'aviation se sont rencontrés cette semaine au centre de rapatriement en Angleterre. Il s'agit de Marcel et Roger Bougle.

Le lieutenant d'aviation Jean Fontaine qui a effectué un premier tour avec l'escadrille "Alouette" comme "WAG" et un second avec une escadrille spéciale de la RAF porte fièrement l'aile d'or avec barre et est maintenant en route pour le Canada.

Les deux frères ne s'étaient pas vus depuis quatre ans et ce fut un grand échange de récits. Roger, un sous-officier breveté qui est en service actif depuis 1942 a voyagé et combattu en Afrique, au Transvaal, au Calé. Après El Alamein, il fut envoyé aux Indes, à l'Est du Bengale, pour bombarder les Japonais, et de là il se rendit à Calcutta. Roger doit rentrer au Canada sous peu et Marcel est encore attaché à un centre d'aviation britannique.

Le chef d'escadrille Charles Fournier de Montréal, Indis officier de recrutement à Québec et maintenant conseiller d'orientation professionnelle pour les aviateurs canadiens en Grande-Bretagne, a été affecté dernièrement à un nouveau poste; il a quitté le centre de rapatriement canadien pour se rendre au Groupe de Bombardement canadien où déjà il a trouvé l'occasion de visiter la base aérienne de l'escadrille des "Alouettes" et des "Hiboux Blancs" sous le commandement du capitaine de Groupe Jos. Lecomte. Ce dernier, Incidement, était de passage au O.G. de l'aviation à Londres, cette semaine, pour quelques jours seulement.

Les "Alouettes" se réjouiront de la nomination de leur confrère le pilote Gilles Simard qui après

Tour-expired bomb-aimer, F/O Kenneth Bly, DFC, Toronto, is on his way to Canada.

BOMBER GROUP TYPES TAKE TO HOBBIES IN SPARE TIME

RCAF, RAF, WAAF Make Full Use Of Facilities for Handicrafts

To prepare themselves for taking part in industry when peace comes and also learn a useful hobby, the personnel on the station commanded by G/C J. B. Millward, DFC and Bar, Sherbrooke, Que., are taking full advantage of the "Hobby Shop" which has been set up on the station.

In addition a leather working class is under way, both coming under the supervision of the educational branch headed by F/L R. E. Rees, Edmonton, Alta. 86 Members Personnel from the RCAF, RAF and WAAF have been instrumental in the success of both ventures. At present there are 86 members attending the "Hobby Shop" during a 24-hour period, while 17 have taken up the art of making leather goods. All this work is undertaken in spare time from regular duties, and often on their regular day off duty.

One of the most untiring workers in the "Hobby Shop" is F/O A. R. Hall, RAF, Leeds, England. He has given up his spare time unflinchingly and has played a big part in organizing the club, instructing the members, and giving technical advice in the purchase of tools. Other members who have been prominent in the undertaking are: Cpl. J. F. Lalonde, Timmins, Ont., and LAC A. D. Morris, Montreal, Que.

Instructing the leather working class is WAAF Cpl. J. Ovendon, Holmforth, New Longton, near Preston, Lancs. In the "Hobby Shop" articles such as suitcases made out of wood, trinkets and plastic goods made out of perspex are turned out in large quantities. Wood-working seems to be the favourite hobby with the members.

Slippers, bill, folds, writing cases, belts, wrist watch straps, and other useful articles are turned out in the leather making class. All the equipment in the "Hobby Shop" was installed by the members themselves and their work is contributed through a priority list for supplies, and financed by Service Institute Funds along with a small fee donated by each member.

Gunner who flew with seven different skippers on Wellington and Halifax bombers, F/L W. E. Adams, DFC, New Westminster, B.C., recently completed his first tour with the Lion squadron.

PATROLLING LYNX MEN SCORE JUI88

On their first operational sortie with the City of Saskatoon Lynx Night Intruder squadron, P/O Don MacDonald, Winnipeg, and navigator W/O F. T. Drury, Montreal, shot down a Ju188 during a patrol over a Southern Germany airfield.

Destruction of the Ju188 sent P/O MacDonald's score up to four German aircraft. He had a count of two destroyed and one damaged while operating with a fighter squadron.



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BEAR PILOTS GET JERRIES ON DECK

Two Heinkel 177s were destroyed and three more damaged on an airfield near Munster by two pilots from the RCAF Grizzly Bear squadron. The two kills were made by F/L J. J. Boyle Toronto, who also damaged a third. F/S J. O. A. Watt, Toronto, damaged the other two. Seven Spits from the unit spotted more than 30 aircraft fairly concentrated on the enemy drome with no camouflage. Three peeled off and went down to attack. By the time they had dealt with the five He177s, flak had become so intense that the Canadians had to sheer away.



Songs and Games Remember golf? — with brogues and a jacket of many colours to go with it? Remember winter sports? — with full kit, including sticking plaster? Remember beach holidays? — the bathing suits, wraps, rubber soled shoes? Remember evenings of dancing in white tie and tails? All these things belong to that part of the Austin Reed service which will stage a comeback — perhaps sooner than many of us think.

The Austin Reed Service will be there

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# ROCKET FIRING HURRICANES HAMMER JAPANESE BUNKERS

Canadians Fly With RAF Squadrons Helping Clear Path for 14th Army

Mandalay.—Deeply-dug bunkers and slit-trenches, among the toughest positions from which to rout an enemy, are now being blasted by rocket-firing Hurricanes of Eastern Air Command on this front. Three Canadians flew on the rocket flight's first op with their new weapon, blowing up Japanese bunkers at Gangaw in December and materially helping the 14th Army advance.

### Five Canucks

Four Canadians fly with the rocket flight of the squadron. Another flight carries 40 mm. cannon and machine guns. One of its pilots is also Canadian.

Doubtful at first as to the rocket's effectiveness, pilots returned from Gangaw full of enthusiasm after the successful operation. Since then, F/L Ed Fockler, DFC, Vancouver, F/L Ken Wilson, High River, Alta., P/O Harry Mitchell Toronto, and W/O Bill Thompson, Ottawa, have flown on successful attacks against similar targets from Kabwet, on the Irrawaddy, 18 miles north-east of Shwebo, to Lengauk, south-west of Monywa in the lower Chindwin Valley.

Gangaw was taken the day after the rocket attack on its fortifications. The rockets also played a big part in the aerial artillery assault which led to the taking of Monywa, where another important airfield was recovered for the RAF. Praise was received by the squadron from the 14th Army for these efforts.

"We seldom see our targets they are so well concealed," said Fockler. "We hear the results later from the Army. The attacks are actually area assaults on pin-points given us by the Army's air liaison officer who briefs us."

F/O John Anderson, Montreal, is the only Canadian in the Hurri flight equipped with cannon. He has found the Chin Hills and the great central plain of Burma a good hunting ground for targets during the past year, getting a fair share of MT and supply dumps along the Jap lines of communication

## FIGHTS PAIN FOR 7 HOURS

India.—Painfully wounded during a bombing mission on a Japanese bridge in the Malay Peninsula, P/O Tony White, Vancouver, fought off his weakness for seven hours to navigate his Liberator back to base, 1,200 miles away.

"It was a freak shot that got me," White said. "A machine-gun bullet from the ground defences came in through the nose of the kite and hit the front-gunner's ammunition belt. Several of the shells exploded and something—we think it was a shell case—hit me in the shoulder."

The shell pierced his shoulder. Torn muscles made the wound painful and it bled profusely despite bandaging. Twice during the long trip home White fainted but insisted on carrying on with his job.

"It was not as tough as it sounds," he said. "My right arm was no good, so the bombardier helped me to use the instruments. The rear-gunner took drifts for me, and a good part of the trip was over the sea where navigation was comparatively easy. Anyway we got 'he bridge. They tell us it will be useless to the Japs for the next four months."

## NIGHT FLIERS BAG JUNKERS

Nighthawk Team Jumps Lone Hun

Out on early patrol F/O Martin Kent, Toronto, pilot, and P/C James Simpson, Winnipeg, navigator, flying with the Nighthawk squadron destroyed a Ju88 recently, their second kill in less than two weeks.

This kill was number 48 on the Nighthawk's scoreboard since the invasion.

They were warned by ground control that there was an enemy plane flying around after an Allied bomber force had gone through the area. Kent investigated and came up behind the Ju which was weaving violently from side to side—a typical manoeuvre for enemy night-fighters.

"We closed in and got in a burst just as the Ju started to make a turn," Kent said. "We saw some strikes around the rear of the fuselage near the tail. Jimmy thought we blew his tail off. Sparks and flames flew past us as he began a steep spiral dive and plummeted towards the ground."

"He went in so steeply it was impossible for us to follow him down," he stated.

The Toronto pilot also has a damaged Ju88 to his credit.

## DROPPING TROOPS TRICKY BUSINESS

Troop-Carrier Tells About D-Day, Arnhem

Dropping paratroops and parachute supplies is a much more nerve-racking business than normal bombing operations, reports F/L Hugh A. Doherty, Mannville, Alta., navigator, who is now on his way home. He served with an RAF troop-carrier squadron.

"Dropping aircraft were timed to drop their loads with only a few seconds' interval between them," described Doherty in discussing his tactics. "Any mistiming in the dropping of paratroops, supplies and equipment meant the parachutes becoming fouled by the following aircraft."

He described how paratroops were dropped in France before D-Day on a pitch black night, in poor weather and in extremely low flying. Overseas for two years, Doherty also completed four trips in the Arnhem attack which he described as the most dangerous he had participated in during his Service career.

## UNDER THE "B"



The man with the leather lungs is Cpl. Percy Macklin, Winnipeg, a big noise in entertainment circles with the Cougar Squadron.

(Official RCAF Photograph.)

## Armorers at Tiffies' Base Corner Rough Job Market

Rush Calls for Explosive Weapons Mean Long Hours in all Weathers

Pilots deliver the merchandise. But it's around the armament section on an RCAF Typhoon airfield that the diversified activities of the fighter-bomber wing revolve. For sheer cold, dirty, discomforting work, armorers can claim a corner on the rough job market.

### Potent Stock

With the casual informality of a country storekeeper, F/L William Cantelon, MBE, Allison, Ont., senior armament officer on the airfield, takes orders over a field telephone to equip flights of typhoons with a varied assortment of explosive weapons ranging from .38 calibre bullets for the pilots' revolvers to 1,000-pound medium capacity bombs.

No matter what the army calls for the goods are immediately available—undoubtedly the most potent groceries imaginable.

Within the armament section, in some cases isolated for safety reasons, is a wide variety of missiles including shot-gun shells, signal pistols, .303 rifle, .38 revolver, Sten and Bren gun ammo, 14 pound incendiary bombs, 500-pound high explosive bombs, 1,000-pound high explosive bombs, 20-pound cluster bombs in canisters of 26, 500-pound smoke bombs, smoke screen apparatus, leaflet bombs, 20 mm. cannon shells catalogued as armor piercing, incendiary or high explosive.

It's in fitting the guns and bombs to the Typhoons, however, that armorers have their major problems, for each piece of explosive has its own adaptations and modifications. For instance, the cluster bombs recently introduced to German reinforcement centres by the Tiffies in miniature Fortrees raids, call for 17 separate jobs before they are ready for dropping.

### Discomfort

Discomfort of the armorer is the rule, for men cannot handle high explosive with mittens, no matter how cold, and the bombs and belts of 20 mm. must be doled through mud and slush to the aircraft and winched into position with extreme care. "The men work hard," said Cantelon. "It means long hours when we're busy. In spite of the discomfort and heavy work, I've never had a man complain about his job."

"When an aircraft lands on a muddy field the muck sprays up into the cannon breaches and the armorers have to clean it with their bare hands, often when the metal is so cold it's hard to touch. When the missions are rush jobs they often have to arm and bomb up in a few minutes. It means very hard work."

In spite of the fact that the armament section is just as busy as the Typhoons on good days, and spends the days of poor flying weather checking and examining the storage dumps, particularly where incendiaries are kept, the work on the continent is much easier than it was during training days.

## LYNXMEN GET ANOTHER HUN

A radio repair man in civvy street, P/O A. A. Johnston, Winnipeg, City of Saskatoon Lynx Night Intruder squadron navigator, recently teamed up with British-bred, Harvard-educated F/L Rodney Croome, London, England, to shoot a He219 out of the skies.

The He219, one of Germany's newest twin-engine fighter planes, was spotted at 9,000 feet and the Canadian-English team immediately gave chase. It took 15 minutes of stalking the Hun through heavy cloud before F/L Croome had his Mosquito within cannon range and a one-second and one-half burst did the rest. The Heinkel plunged to earth. It was the second kill for this pair, their first being an unidentified plane.

## BOMBER GUNNERS DRIVE OFF HUNS

Two German Attackers Run From Hally's Guns

After bombing the oil plant at Wanne Eickel recently, Canadians in a Halifax bomber experienced two attacks by enemy nightfighters within as many minutes but escaped unscathed.

Spotting an Me109 closing in to attack them, F/S A. C. Hawkins, Glanford Station, Ont., mid-upper gunner, and F/S J. W. LeSarge, Kingston, Ont., rear-gunner, both opened up and sent the enemy scuttling into nearby cloud.

They witnessed another combat between a Halifax and another enemy nightfighter about 800 yards off their port beam. The enemy switched its attack on them and LeSarge, who was in a good position, opened fire and saw his tracer strike the enemy. The Halifax took violent evasive action and the enemy's shells and bullets passed harmlessly under the starboard wing of the bomber.

The evasive action brought Hawkins's guns to bear on the enemy, and he saw that one of the Me109's engines had caught fire from the burst delivered by LeSarge. Hawkins opened up in the hope of dealing the final blow, but the German broke off the combat.

## CITY OF EDMONTON MOSSIE PILOT LOGS COLORFUL TOUR

Flier Scores Wins in Air Combat, Against Hun Transport, Factories

Veteran of more than 40 operational sorties with the City of Edmonton squadron, F/L Ted Johnson, Belleville, Ont., now has a colorful tour to reflect upon. He's due for a trip home, where he instructed for 15 months before coming overseas.

## TWO GUNNERS POT JET JOB

Turret Men Combine To Best New Fighter

Two gunners in the same Halifax crew shot down a jet-propelled enemy night-fighter during the recent attack on Chemnitz.

The marksmen were F/S J. L. Alton, mid-upper, and F/S E. H. Hunt, rear turret man. Both are from Vancouver. Alton first spotted the Hun flying parallel to the bomber when they were a short distance north-east of Frankfurt.

He held fire until the night-fighter turned toward the Halifax and closed in. Then he opened up with his guns, and saw his tracer go into the Hun's fuselage. As the pilot took evasive action the enemy opened fire, his tracer passing under the tail of the bomber.

By this time the Halifax had turned sufficiently for Hunt to open up. He saw the tracer strike the fuselage, and then saw the enemy spiral to the ground.

Crew members reported that visibility was excellent, and the Canadian pilot of the Halifax identified the enemy as one of Hitler's Me262s.

His logbook boasts a Ju88 destroyed and an unidentified aircraft damaged, one train destroyed and one damaged, two factories badly damaged and set on fire and 33 motor transports destroyed or damaged.

His three toughest trips were two in the Bremen area and one the other side of Munich. On the first trip to Bremen he was flying low and was caught by searchlights over an enemy airfield as flak guns opened up. Unable to fix their sights on his Mosquito, the German gunners put up a curtain of flak at the end of the runway, figuring the aircraft would smash right into it. There was only one thing for Johnson to do—scrape the tree tops at the end of the runway and take a chance on crashing into them. He got away with it.

"That was, to me, the longest runway in the world," recalled Johnson.

Another time in the same area, on the hunt for V-1 launching Heinkels, his aircraft was holed by flak for 30 miles. Three times he went down to the deck under the barrage.

Flak didn't miss him one night while on patrol the other side of Munich. His aircraft limped back some 600 miles with a foot-square hole in the starboard stabiliser, elevator full of holes and the rudder blown to pieces. He figured the night was more or less even because he had severely damaged a German aircraft.

## Lone Canadian Wid AEM Finishes Overseas Tour

The RCAF's only qualified woman aero-engine mechanic overseas recently passed through a repair depot on the way home. She is LAW Anne Abrey, Greenfield Park, Que., veteran of more than three years overseas service. Anne arrived in Britain in 1941 as a civilian driver with the mechanized transport corps. She drove an ambulance around London and district until October, 1942, when she joined the WAAF as a flight mechanic.

She graduated from a RAF technical training school with the highest marks ever made in that centre. Her first posting found her working at an OTU inspecting engines on Beau-fighters. Later she served on a son unit where Oxford trainers were flown.

"These engines were like toys after the huge Hercules," said Anne. "After a little experience I found I could take them apart quite easily."

There she also "monkeyed" around with Defiants and gained experience on Merlin engines, which were her favourites.

On some of the stations the flight mechanic was expected to fly with the test pilot, and she was able to log a good number of flying hours in this way. Prior to D-Day, Anne worked

with an operational squadron of Typhoons equipped with Sabre engines. She later was posted to an emergency landing field where Lancasters and Halifaxes were her meat.

It took some time to convince the warrant officer in charge that a girl could be entrusted to work on these giant planes, but eventually he placed his confidence in her. Complex weather conditions and enemy V-bomb activity constantly harassed their work on this field.

On January 17, 1945, LAW Abrey transferred to the WDs for repair to Canada. She hopes to join her husband at home. He is Cpl. Norman Abrey, of the Royal Canadian Corps of Signals in Italy, and is also being repatriated shortly.

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**T**his winter Canadians wrote history with their skis on the snow-covered mountain trails of the fabulous state of Kashmir, of whose oriental splendour and breath-taking scenery, tales were told before the day of Marco Polo.

Skiers of 11 nations contested the all-India championships on the slopes of the Himalayas. For the first time in the 17 year history of the meet a Canadian team competed and copped three silver trophies, including the major award.

Six of the eight members of the team travelled 1,500 miles from the Bengal-Burma forward area. They started the jaunt in a Liberator, finished it on the backs of hardy Himalaya ponies. During the last ten miles of the journey, the vehicle in which they were riding was stuck in the snow three times. The manpower of 20 natives enabled them to continue.

The hardness of these mountain types amazed the Canucks. The skiers bundled themselves in sweaters and leather jackets, used eight blankets at night. The natives wore only flimsy garb, kept warm with a single blanket. Many of them used only grass shoes to protect their feet. The Canadians used similar grass shoes but wore them over their ski boots. The grass covering is necessary to prevent floundering on the slippery trails.

When the skis ordered from Canada last July failed to arrive, it became necessary to rent equipment of inferior quality. This may have robbed the airmen of additional victories. In almost every event they broke skis or experienced trouble with harness.

The Canadians found ski conditions on the trails of Kashmir ideal. They experienced thrills unknown on the slopes at home. In the shadow of Nanga Parbat, fourth highest mountain in the world, they whipped along the main downhill course from 11,400 feet on the 14,800-foot Alparwat Peak through clouds to the 8,600 foot level, a distance of three and a half miles.

The members of the Canadian team were: F/L George Geary, Toronto and Charlottetown; Sgt. William Smith, Montreal; LAC Gordon Jennings, Westmount; F/O N. J. McIlhorne, Outremont; LAC Ted Blanchard, Shawinigan Falls; S/L Douglas Connor, DFC, Vancouver; Sgt. Denny Bennett, Victoria, B.C.; W/O Roger Sexty, Saskatoon.

Story by F/L W. Dunsday, PRO. Pictures by F/O J. H. March, RCAF photographer.







Two members of the RCAF flying with a RAF Lancaster crew fought off Nazi nightfighters on their first two operational trips. They are F/O J. C. MacAuley, pilot, and K. C. Smith, navigator, Winnipeg. MacAuley is a South African born sailor with parents living in India, who joined up in Toronto after leaving his ship at New York. On their first trip to Hellbronn their gunners scared off a fighter, while on the second trip a FW190 flew within 50 yards of them. Their rear-gunner, F/S Brian Smyth, Belfast, scored strikes on the enemy's fuselage.

In more than 15 trips in a Lancaster, F/O W. G. MacDonald, Halifax, N.S., navigator, F/S S. K. Bricker, Grenfell, Sask., and F/S R. E. Brook, Craigmyle, Alta., both air-gunners, have never been attacked by a nightfighter or hit by flak. Returning from bombing the Dortmund-Ems canal, Brook shot at an enemy fighter whose pilot was edging in close. Discouraged or hit, the Nazi dived from sight.

A veteran of more than 25 operational trips, P/O H. Loggin, Leduc, Alta., has experienced nothing to equal his second op. He was navigating a Lancaster en route to blast the fly bomb caves at St. Leu d'Esserent when his aircraft was attacked by two nightfighters within 30 seconds. A Ju88 darted in and raked the aircraft, wounding the English flight engineer. The rear-gunner scored hits on the first fighter on the way in, and it broke off. A Me109 was frustrated by violent evasive action. The Lancaster made it safely back, but was so riddled that ground crew had to install a complete starboard wing, two new motors and a set of bomb doors.

Poltz, enemy oil refinery centre, is the bad news target for F/O G. A. Ricciuti, former Nordegg, Alta., senior hockey player, pilot of a RAF Lancaster. With him fly F/S C. D. Johnson, Niagara Falls, Ont., navigator, and F/S E. H. Becktel, Hamilton, Ont., air-bomber. On his first trip to Poltz he lost 4,000 feet when he wriggled free from searchlights over Stettin. On his second trip he was hit by flak, losing the oil from the starboard engine. On a trip to Munich he climbed to 22,000 feet to get above icing conditions and his air speed indicator froze, making Johnson's navigation tasks more difficult.

In more than 25 trips as gunner with RAF Lancaster crews, P/O K. F. Cooper, Toronto, has never had to fire at a Nazi fighter. During the D-Day landing his bomber was caught in searchlights for 20 minutes, while German ground batteries followed them all over the sky. A burst of flak tore away half their rudder and Cooper, who saw it shot away from his mid-upper turret, reported the loss. "I thought something was wrong," calmly replied his skipper, continuing to orbit the target as the aircraft bobbed and weaved.

Canadian pilots currently on their first tours with a RAF Bomber Squadron of Mediterranean Allied Coastal Air Force are F/O Ross Hannigan, Jordan, Ont., and F/O Jack Atkinson, St. Thomas, Ont. Their rocket-firing Beau Squadron boasts the sinking of the former Italian liner "Rex" among its various kills. Of the 20 trips he has logged since joining the squadron in October, 1944, Atkinson rates his second flight and first attack on shipping as probably the most exciting.

"It was one of the occasional times we have ranged inland to feed rockets to a target," he explained, "which on this occasion was an armed trawler near Venice. We found the trawler all right and noticed a number of barges around it. They were barges sure enough, as we found out after we had swooped down to attack—flak barges. We followed the leader in, and unfortunately for him he drew the best part of the intense ack-ack fire. And can you imagine this, he wanted to go in again and take photos!"

Canal blasting and attacks against human torpedoes and F-boats have also figured prominently in the squadron's anti-shipping role in the Adriatic. Hannigan has flown 40-plus sorties since commencing his tour with the squadron in North Africa. Atkinson is a veteran of the Middle East. Other Canadians with the squadron are: F/O John Sloox, pilot, Woodstock, Ont.; F/O Jack Billingsley, Orillia, Ont., a radar officer now tour-expired; and W/O J. O'Neill, Saint John, N.B., a radar mechanic.

**UNLUCKY 13?**

Navigator F/O T. R. Kirby, Montreal, baled out of his flak-crippled Mitchell bomber (2nd TAF) on February 13. But he parachuted down safely, landed near a British field hospital and is now back with his squadron.

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**MECHANIC WINDS UP BOMBER TOURS**

Posted overseas two years ago as a corporal airframe mechanic, P/O Edward Chappell is heading home to Vancouver as a flight engineer, wearing the DFM awarded after his two 'ours.

He flew with a Canadian Lancaster squadron. His worst experience came during an attack on Leipzig when severe icing stopped two of the bomber's engines and a third faltered.

In an attack on Boulogne his bomber's nose was riddled by heavy flak, but the crew escaped injury. The mid-upper gunner was credited with a probable kill of a Nazi fighter which attacked their machine over a German target.

**WIMPY PILOT COPES WITH ROUGH RUNWAY**

Sent to retrieve a glider that had made an emergency landing at the foot of a North African mountain, F/L D. A. Cochrane St. Anne De Bellevue, Que., recalls that he had to curve round the foot of the mountain to get sufficient room to take off.

"We got the Wimpy down all right, but the only way we could get a long enough take off strip was to do a curving run around the base of the mountain," Cochrane declared. "Even then we only had 1,200 ft to get off in."

This happened at the time of the Sicily invasion. Cochrane will be telling the folk at home about it shortly, in person.

**TROPHIES**



Cpl. Ken Kerman, London, Ontario, is shown with salvage from a Gestapo headquarters in Holland, wrecked by RCAF Tiffes. (Official RCAF Photograph.)



**RADIO ROUND-UP**

Ground station radio mechanics will remember the WAAF watch 1/cs who used to bind them rigid to fix the spot or calibrate. One of those lady bosses is going home to Canada after years of binding and plotting. She's F/S Betty Bastin, Victoria, B.C., a recent member of the RCAF Women's Division after her transfer from the WAAF.

The young airwoman has been through the roughest part of the Battle of Britain, the great German bombing raids on Britain's principal cities and the invasion of the French coast.

Visiting friends in the Channel Islands before the war, Betty moved to London and assumed a secretarial post in the big city. When war broke out she didn't wait for Canadian women's services to be formed but enlisted with the WAAF as a radar operator.

Other Canadian girls doing radar work in the WAAF include Sgt. Alice Tice-Fisher, Victoria, B.C., and S/O Kay Waldron, Ottawa.

Recent visitor in London was Cpl. Jack Howard, Hamilton, Ont. The husky Hamiltonian dropped down from his Scottish airfield to give the big city's West End a once over and drop in on a few former acquaintances of Kingston and Clinton training days.

F/O J. G. Wood, London, Ont., is taking another boat trip. This time it's the trip that counts, the one back home. Gordie did a stunt up in Iceland and followed it up with a jaunt around northern Scotland. The radio gen man claims he's got a set back home that needs fixing.

Having seen service in Britain, Africa, the Middle East and

Greece, F/L Douglas G. Crozier, Walkerton, Ont., is heading home to settle down to a restful life for a change. The young radar officer worked as teller in the Bank of Commerce in Thorold, Ont., prior to enlistment.

Another officer with service in almost the same places as Crozier is F/L Bruce Stewart, St. Catharines, Ont. However, Stewart exchanged Greece for Southern France in his itinerary. The 22-year-old technical officer is now en route home to take electrical engineering upon discharge.

Spending a few days in London on his way home, Cpl. Brian Moore told of the wonders of the eastern Med while several of his cronies of Manitoba University training days listened carefully. Cpl. C. A. "Gunner" Cross, another of the Manitoba fraternity, stopped in the hub of the Empire on his way home from the Med.

Both were asking after Sgt. Ted Beckstead, Crystal City, Man., who was also at Manitoba U. When last heard from Ted was somewhere in Holland, and had taken time off from his radio tinkering to round up three Huns and pack them off to a POW cage.

**DEMON DOINGS**

**"All Clear" Brings Joy**

Long-sought-for Canadian entertainment hit the station last week when the RCAF "All Clear" show brought us lighter moments.

F/L J. O. McAusland, Garden City, has a local "Hot Stove" league running through the billets these nights. Everything from Wordy Willie to how to stretch your gratuity is discussed at length.

Roller skating is the evening fad now, and around 50 are turning out nightly. Basketball and badminton also draw their fans out to the sports hangar.

Posted in the squadron are Cpl. Ken Hillis, Toronto, compass merchant, and LAC E. O. Yaki-mickl, New Toronto, for Knights of Columbus work.

Recent promotions are: O. Olson, Cowichan Lake, B.C.; W. N. Bowlen, Vermilion, Alta.; E. V. Duckworth, St. Thomas, Ont.; M. F. Lewis, Grande Prairie, Alta.; and H. I. Malmas, Edmonton, Alta., all to the rank of Flight-Lieutenant.

In the Echelon, two fellows sporting new corporal's tapes are Frank Conroy, Guelph, Ont., and Bernard Michael Murphy, Whalen, Amhurstburg, Ont. When dealing with instrument men, one pictures the artistic

touch and long fingers, but a Demon Gang census reveals their civvy jobs as follows: Cpl. Dave Spindel, Regina, jeweller; Cpl. Larry Shuttleworth, Vancouver, machine shop operator; LAC Bill Weston, Vancouver, sheet metal worker; LAC Lee Carroll, The Pas, Man., general store operator; LAC Cliff Block, Entwistle, Alta., farmer; LAC Don Dennison, Fort Fairfield, Maine, potato grower; LAC Joe Mullaly, Norton, N.B., schoolteacher; LAC Ross Borer, Dundas, Ont., lab technician; LAC Al Pollock, Vancouver, tomato canner.

One more fellow to ring those wedding bells is Cpl. Tommy Thompson, Timmins, Ont., who will be taking an English bride back to that roaring mining town.

**MOSSIE STING EXPLODES ME**

A Meffo which fell to his guns over the Rhine area of Germany last week was the seventh kill for F/L D. A. MacFayden, Toronto, pilot of a RCAF Lynx squadron Mosquito. He made the kill during an intruder patrol.

His navigator is F/L V. G. Shall, New Westminster, B.C. "We spotted a Me110 over the Rhine area," said MacFayden, "and, after closing in, I gave him a four-second burst from four hundred yards and he just exploded in the air."

W/O F. E. Hamburg, Verdun, Que., another Lynx pilot with F/O E. H. Pinnell, Bedford, England, as navigator, damaged an unidentified enemy aircraft.

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**NIGHTFIGHTER CORNER**

**Hawks Like Paris**

That old favourite tune "How're you gonna Keep Em Down on the Farm After They've Seen Parce" is fully understood now by Nighthawk men Cpls. Green, Black, and LACs Charlton, Sage, Demers. This party of Canuck armen spent a 48 recently in Paris and according to them had the time of their lives.

They report that the new Canadian Legion Club, the Hotel Palais D'Orsay, is tops for luxury-room service, oysters on the half shell, French pastries, guides, valet service and all the other trimmings. It sure helps the boys on leave to dispel the fried bread blues and other rigors of service on the Continent.

The "A" flight party was voted a hilarious success by all who attended. Officers and air crew of "A" flight promoted the festivities.

Main topic being discussed by the Nighthawks lately, and causing plenty of excitement, is leave. LAC Dennis Affleck was lucky man in R and I and is now bound for seven heavenly days in England.

If it's modern swing or Dixieland rhythm you're wanting, see the Nighthawk minstrels, Cpl. Johnnie Peachell, LACs O'Reilly and Jassund, R and I armors, Maestro O'Reilly and his stinging guitar, accompanied by Jassund and his violin, and mouth organist Peachell can whip up a musical menu with everything from Clementine to red hot boogie-woogie, not to mention barn dance selections in real hill billy fashion.

Peachell's been expecting a new mouth organ from home since his old one is operationally tired.

Cpl. Scotty Thompson is among the first repats from R and I to arrive home, and in a

**GUNNER POTS JET DURING LAST TRIP**

On the last trip of his tour, F/S Morris Jowett, Eaton Rapids, Mich., shot down a German jet-propelled plane from the turret of his Lancaster bomber.

The encounter took place returning from an attack on a synthetic oil refinery near Leipzig. The skipper, F/O Andrew Huchala, Blairmore, Alta., saw "a light ahead" and to one side, moving at a terrific speed.

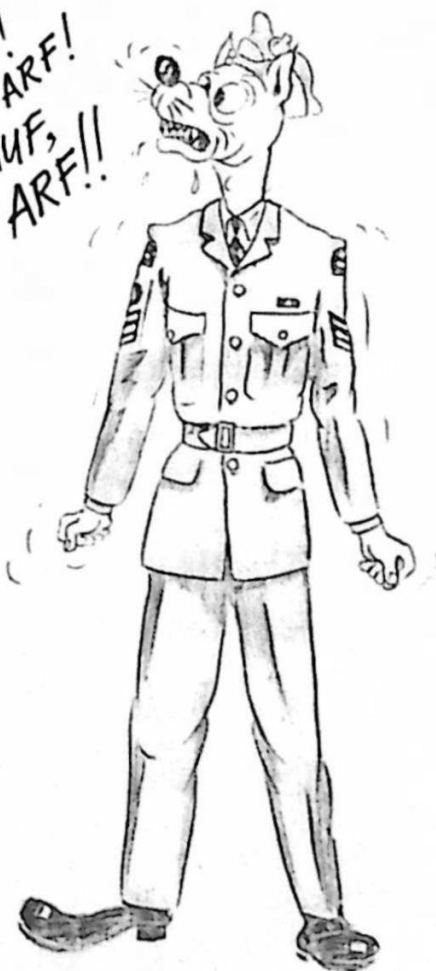
After several attempts to turn the bomber into suitable position for firing, Huchala wheeled the Lancaster into a very tight turn toward the enemy and Jowett let the Nazi have about 200 rounds. The Hun shot past, dived through the clouds and crashed into the hills below, exploding with a blinding flash. The kill has been officially confirmed.

recent letter to one of the boys, tells what it's like to be a returned vet.

It's so-long to Cpl. Frank Grigg, squadron discipl. who's headed for good old Montreal—Cpl. Marcel Bouchard, also Montreal stock, takes over.

**CONTEMPORARY CHARACTERS... by "MUFF"**

ARF!  
WUFF!  
ARF!!





NO ZONING

KLEEN BLADES are being sent all over Britain. The supply is only a fraction of the demand...



WITNESS TELLS

(Continued from page 1.) then flick towards the target. On the ground these machines looked heavy and friendly...

FIGHTERS DEFEAT

(Continued from page 1) sighted 20 plus FW190s and Me109s. They attacked and a melee ensued when the Jerries were joined by some 20 more...

Amateur Players Popular On Bomber Group Circuit

An amateur theatrical company, composed of RCAF, RAF and WAAF personnel, under the direction of W/O C. G. Stapley...

Although Stapley, a member of the Tiger squadron, has had experience in amateur theatricals, the majority of the cast have had no previous experience...

The first show, "Rope's End," was presented in August, 1944, at the home station, after only four rehearsals. It proved such a success that they travelled throughout Bomber Group...

Canadians in the cast are Cpl. William Hodge, Ottawa, LACs John Baxter, Verdun, Que., Frank Phillips, Woodstock, N.B., John Perrault, Montreal, and Clare Blancher, Athens, Ont.

TYPHOONS POOL

(Continued from page 1.) S/L James Hogg, Ottawa, said: "There was a field of large tanks on one side of the site. One blew up with a black and red eruption. There were a couple of big red explosions in the centre of the buildings...

S/L Gooding, who was leading the first squadron, using cluster bombs, reported, "I could see the rockets going into the flak positions and there were rocket bursts from the RAF Typhoons all in the flak areas."

SPITS SPREAD NAZI TRAFFIC

Squadrons Find Huns Moving Behind Front

In a series of week-end sorties fliers from the Wolf, Ram, Oshawa and Red Indian Spitfire squadrons dealt heavy blows to Hun transport moving behind the west front under cloud cover.

A long, heavily defended German goods train carrying armored fighting vehicles and heavy motorised transport directly towards the Canadian army front was attacked by Ram pilots. They knocked out all guns on five flak cars, damaged the engine, destroyed six covered freight cars and contents...

The Rams were on armed reconnaissance in the Ligen-Munster area.

Wolf squadron pilots went down through cloud on a road near Coesfeld which was full of large tank-trailer transports. Within a few minutes they destroyed 11 and damaged three.

Two tankers each went to F/L E. G. Aitchison, Elora, Ont. F/O F. W. Town, Orillia, Ont., and F/O A. V. R. Sainsbury, Toronto. One each went to F/L Foster, Grimsby, Ont., F/S J. A. Arsenault, Upper Dover, N.E., and F/O G. R. Nadon, Timiskaming, Que. Nadon shared another with F/O C. J. Tomlinson, Toronto.

Saturday afternoon the wing bagged 18 transport destroyed, 17 damaged, five trains damaged and an Me262 also was damaged by P/O L. E. Spurr, Middleton, N.S.

Heavy flak met the Oshawa pilots when they damaged four trains. Scoring pilots included S/L J. D. Mitchner, DFC, Saskatoon F/O F. C. Picard, Montreal, and P/O Eric Downer, Toronto.

Red Indian pilots destroyed two armored cars, four transport, and damaged a locomotive, a tank and 11 transport. The armored cars and a large bus were left flaming in one attack by S/L J. D. Browne, Florham Park N.J., and F/O R. W. Deall, Panama Canal Zone.

RADIO

OFF (General Forces Program) 342 m., 877 kc. AEFPP (Allied Exped. Forces Program) 814 m.; 1050 kc. Home News from Canada, AG, nightly from 2010-2015. Canadians also contribute regularly to the following daily programs of the AEFPP: Rise and Shine, 0601-0700 and 0720-0800. Combat Diary, 0901-0915. Mark Up the Map, 1745-1755.

Sun., Mar. 4.—1030-1100, G. Calling All Canadians, 1215-1230, AG, Ice Hockey from Canada, 1230-1300, A, Clear Lower Decks 1715-1800, A, AEF Special.

Mon., Mar. 5.—0730-0800, A. Return Engagement, 1630-1700, A, Fiesta, 2030-2100 A, The Canada Show.

Tues., Mar. 6.—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., Mar. 7.—0925-1000, A, Music from Canada, 1115-1145, G, Music from the Pacific, 1145-1200 A, Piano Parade, 1145-1200, G, The Western Five, 1230-1300, A, Serenade for Strings, 1901-1945, A, The RCAF Show, 2207-2235, A, Soliloquy.

Thurs., Mar. 8.—1715-1745, A, Canada Swing Show, 2235-2300, A, Reminiscing.

Fri., Mar. 9.—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., Mar. 10.—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.

Canadians also contribute regularly to the following daily programs of the AEFPP:

Rise and Shine, 0601-0700 and 0720-0800.

Combat Diary: 0800-0815 and 1530-1545.

Mark Up to Map: 1805-1810.

AFRICAN SUN MAKES LOADING HOT WORK

Working in the African sun loading bombs which were too hot to touch is not as dangerous as it sounds, but it is hard work, according to Sgt. P. O. Bergamini, Windsor, Ont., homeward bound after four years overseas.

He served as an armorer with RCAF Bomber squadrons in Britain, and went to Africa with a Canadian bomber wing supporting of the Algerian invasion. In charge of the bomb dump at an airfield near Kairouan, Bergamini revealed there was little danger of bombs exploding accidentally even though the sun made them so hot that airmen needed gloves to handle them.

AROUND THE BEND

Baseball Takes Over

India.—Out here the game of baseball is becoming a major attraction and this growing popularity is due to the thrilling games played between the Americans and Canadians, plus the widespread publicity in the Indian press.

Playoffs

The final playoffs attracted a capacity crowd and the Canadians entered the finals as favorites to win the championship. Many a rupee was placed on the series and excitement was at a high pitch. The Yanks trounced the Canadians in two hard-fought games. Sid Lang, star Canadian hurler, was the outstanding performer both on the mound and at bat.

At present, a four-team house league is in full swing and the competition is keen. Through the efforts of Dick Heald, J. J. Watson and Bill Hill, an Indian Boys' baseball team has been formed and the Indian lads have abandoned their cricket bats for the North American sport.

The recent report of an earthquake was nothing but the sudden downfall of the BAO badminton team, during a tournament with the RAF.

As the tropical sun rises each morning, a few of the boys are out in running togs getting into shape for the forthcoming interservice sports meet.

AIRMAN SEES RED ARMY GUNS FLASH

While en route to bomb Politz, Nazi oil refinery center deep in the heart of Saxony, F/O P. H. Flewelling, Bridgetown, N.S., pilot, was so close to the Russian front he could see flashes from the night-firing Soviet artillery. He has given support to soldiers of two Allied armies, Soviet forces in the east, and U.S. forces at Heulize in the west.

Jack Cadham returned recently, but we didn't recognise him until he had visited the barber's for the removal of the handlebar moustache and a haircut.

A large congrat to F/O Phil Oliver, Victoria, B.C., who was awarded the MBE in the New Year's Honors List.

Your correspondent is calling it a day with this column on posting to (censored). Cheers. —Sgt. W. S. Hill.

GREGORY PECK

the sensational New Star as Francis Chisholm

in A. J. CRONIN'S

THE KEYS of the KINGDOM

with Sir Cedric Hardwicke, Rosa Stradner, Edmund Lowe, Thomas Mitchell, Vincent Price, Roddy McDowall, etc.

A 20th Century-Fox Picture

SUNDAY NEXT

GAUMONT HAYMARKET MARBLE ARCH

PAVILION

... so everyone's happy!

"FILM OF THE WEEK—INDEED OF MANY WEEKS—PERFECT ENTERTAINMENT—A WHOLE OF A PICTURE!" —Reg. Whitley, Daily Mirror.

"IDEAL KIND OF MUSICAL FILM." —Moore Raymond, S. Dispatch.

"MISS GARLAND IS MORE ENCHANTING THAN EVER." —S. Harcourt Smith, Daily Mail.

... and our enchanting Technicolor musical goes on, of course, for a 2nd WEEK.

Advertisement for Judy Garland and Margaret O'Brien in 'Meet Me in St. Louis' at the Empire Theatre. Includes photo of the girls and text: 'Meet Me in St. Louis' Judy GARLAND Margaret O'BRIEN WITH Mary Astor Lucille Bremer Tom Drake Marjorie Main

ENTERTAINMENT GUIDE

Table with columns for THEATRES and LEICESTER SQ. THEATRE. Lists various shows like 'CANT HELP SINGING', 'THE KEYS OF THE KINGDOM', 'NONE BUT THE LONELY HEART', etc.

Leicester Square THEATRE

Advertisement for Deanna Durbin in 'CANT HELP SINGING' at Leicester Square Theatre. Music by Jerome Kern. Directed by Frank Ryan.

Advertisement for Cary Grant in 'NONE BUT THE LONELY HEART' at Odeon Leicester Square. Starring Ethel Barrymore, Barry Fitzgerald, June Duprez, Jane Wyatt.