



CANADIANS HELP LUG NEW TEN TON BOMBS TO ENEMY TARGETS

GROUP PLANES CONTINUE ATTACKS ON NAZI CITIES

German Front Line Supply Arteries Given Heavy Pounding; Three Industrial Areas Hit in Four Hours

REFINERY CENTRES LEFT BURNING

Canadians took part in last Wednesday's history-making attack by RAF Lancasters on railway targets in which the new British 22,000 pound bomb was dropped for the first time.

"Three bombs fell almost simultaneously," said F/O H. R. Short, flight engineer, Abbotsford, B.C. "There was a terrific flash from the centre one. A gigantic pall of black smoke and a fountain of debris rose hundreds of feet into the air. The centre one was one of the new 22,000 pounders. The blast from it made that from the 12,000 pound bombs, which fell adjacent to it, seem small."

F/O F. L. Inglis, air gunner, Pictou, N.S., said "If it didn't blow up the objective nothing will."

Other Canadians who participated in the attack, carrying 12,000 pound bombs, were F/L C. N. Hill, pilot, Toronto, and F/O F. J. Kelly, air bomber, North Bay, Ont.

Witten, Hagen, Castrop-Rauxel, Zweibrücken and Barmer were Nazi targets that felt the weight of the aerial assault by Canadian Bomber Group heavies which joined the RAF in devastating attacks.

Whole streets with burning buildings on each side were seen by Beaver Base crews in Monday's early morning attack on the small city of Witten, which by reason of the bombing of Dortmund, Essen and other places of the Ruhr had become a vital point of the enemy's Ruhr front.

In four hours late Thursday afternoon and evening the industrial and communications centre of Hagen and benzol

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WOLF KILLS 3 IN SCRAMBLE

Pilot Acts Quickly As Hun Sweep Over

Belgium.—A long distance telephone call from Group HQ brought news to P/O Stephen Butte, Spitfire pilot, Michel, B.C., that he had received an immediate DFC for his part in combatting Hun aircraft while they strafed his Wolf squadron base in Belgium on New Year's Day. Scarcely airborne as the German raiders swept in on the field, Butte knocked down three in the course of a few action-packed minutes. He and W/O Keith Lindsay, Edmonton, at first found themselves alone in a swirl of more than 30 enemy planes.

A third Wolf Spit, piloted by P/O "Mac" Reeves, Madoc, Ont., joined the fray a few minutes later and between the three of them they got six destroyed and one probable.

Butte's three-at-once represented his first score in aerial combat except for a damaged claimed some months ago, but during Wolf squadron reces he has destroyed 20 enemy motor transports and damaged 20 more.



W/C P. H. Woodruff, DSO, DFC.

Nightfighter Receives DSO in Latest Awards

CGM (Flying) Won by Mid-Upper Gunner in Daring Rescue Attempt

Credited with seven enemy aircraft destroyed at night, W/C James Dean Sommerville, DFC, Parry Sound, Ont., has been awarded the immediate DSO in the *London Gazette's* list of decorations to Canadian fliers.

The non-immediate DSO is awarded W/C Patrick Henry Woodruff, DFC, Edmonton-born member of the RAF. Six immediate DFCs are awarded to the following: F/O Dennis Alfred Newman, Fort Worth, Texas; F/O Thomas Ridgeway Wilson, Toronto; F/O Joseph Franklin Bonner, Blenheim, Ont.; F/L John Proctor Dixie, New Westminster, B.C.; F/L John Kenneth Goldie, Yorkton, Sask.; F/L John Earl Rowe, Montreal.

For rescuing his pilot from flames of his burning aircraft after it had crashed on landing, F/O Carl Edward Lynde, Lethbridge, Alta., navigator, becomes a Member of the Order of the British Empire, Military Division. He suffered burns.

The conspicuous Gallantry Medal (Flying) is awarded to F/S William Eugen Crabe, Fingal, Ont. The *Gazette's* citation reads as follows: "This airman was the mid-upper gunner detailed for a sortie one night in February 1945. Soon after leaving the target, the aircraft sustained severe damage. The rear turret was wrecked. F/S Crabe went at once to attempt to the trapped rear gunner. Assisted by another member of the crew he cut away the side of the turret. Then, tying a rope round himself, F/S Crabe climbed into the wrecked turret. He was completely exposed to the slipstream and in danger of falling and was not wearing his parachute. Heedless of this and despite intense cold, his valiant airman toiled until he succeeded in freeing the gunner, and getting him back into the fuselage. Unfortunately, his comrade was dead. Although his efforts were in vain, F/S Crabe's brave and determined bid to save his co-gunner were worthy of the greatest praise."

Non-immediate DFCs are awarded to S/L David Goldberg, Hamilton, Ont.; F/L Allan Douglas Taylor, Beamsville, Ont.; F/O Raymond Stanley Harrison, Vancouver; F/O Walter Johnson Hartwick, Vancouver; W/O Osbourne Lloyd Bliss, New Glasgow, N.S.; P/O Cecil Earl Hightower, Beverley.

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FIGHTER-BOMBER CRAFT PASTE REICH TRANSPORT

Spitfires Do Escort Jobs For Mediums; Contribute to Ruhr Destruction; Calgary Pilot Bags Me262

ENEMY'S RHINE FEEDER LINES WRECKED

Fighter bombers of the RCAF combed the Rhine recently on daily sweeps in search of transport, railway targets and anything the Luftwaffe dared to send up. Typhoons wrought havoc with rail interdictions on the network of lines feeding the Rhine area.

TYPHOONS HIT 2 TANKS, NAIL JERRY ARMOR

Westmount Fighters Pounce on Vehicles

Holland.—Two German tanks and nearly a dozen armored vehicles massed north-west of Bocholt were destroyed or damaged by bombs and rockets from Typhoons in one day on an apparently abandoned section of railway.

The armor was seen when the City of Westmount fighter squadron attacked a road connecting two sections of railway between Winterswijk and Bocholt. The rails had recently been torn up and the armor was parked in convoy fashion along the rail.

The section led by S/L James Beatty, St. Catharines, Ont., scored two cuts in the road and then observed motor vehicles. The section led by F/O Hugh Fraser, Westmount, Que., dived to attack the vehicles and discovered they were large tanks. One was destroyed by a direct hit and another hurled off the road on its back.

"I know I destroyed one and damaged that second one," said F/O Fraser. "The other stuff—we didn't know whether they were piles of rails until after we had made our attack. I went down to about 1,000 feet and got a good look at them. I heard the R.P. Typhoons calling for a fix on them as we were coming in to land."

F/L George Crichton, Toronto, intelligence officer, later informed the pilots that the rocket-firing Typhoons had completed the destruction of the convoy.

F/O Alastair McBride, Kingston, Ont., thought the vehicles were small supply sheds in the hazy visibility, but "I saw two bombs go right into them." More than a dozen cuts were made in the enemy rail lines north, east and south of Bocholt by this Canadian wing.

Spitfires of 2nd TAF escorted American medium bombers to the important Luftwaffe airfield at Rheine last week. This is the airfield on which some of the German jet aircraft are believed based at present. Flak was heavy but the escorts kept enemy aircraft away.

With the enemy's natural anxiety over the Remagen bridgehead and increased efforts at reconnaissance to snout possible future Rhine crossings, the American attack was of great importance.

F/O H. C. Nicholson, Calgary, Spitfire pilot, accounted for one jet aircraft, an Me262, east of Munster. The Luftwaffe was active on a moderate scale and a number of sightings of other Me262s were reported.

The following day approximately 250 sorties were flown by squadrons based in Holland and Belgium. Uneventful fighter sweeps extending as far east as Hamm and Osnabrück comprised most of the day's operations. Typhoons operated on a modest scale.

Typhoons attacked a factory near Enschede where an explosion and clouds of black smoke were observed following the bombing. Other Tiffies accounted for 33 rail cuts chiefly in the area between Coesfeld, Hal, Dorsten.

They went right back at it again for the third day in a row as Typhoons and Spitfires joined in railway missions. More than 30 cuts were scored, most of them in the vicinity of Bocholt, Borken, Coesfeld, Haltern, Munster and Dulmen.

One RCAF Spitfire wing escorted RAF mediums in an attack against the marshalling yards at Dulmen in the afternoon. On completion of the attack, some of the Spits went to the aid of U.S. Fortress coming back from attacks on other German targets. Damaged Forts were escorted back over Allied lines while under heavy fire from German ground defences.

Cloud over the tactical area restricted ground attacks on Sunday, but Spitfires patrolled all day without a single sighting. Spits also escorted RAF mediums in a blow against Borken and Bocholt railway installations.

RCAF Strikes Hun Supplies While Supporting 1st Army

In support of the first Canadian Army, RCAF Typhoon bombers bombed a German supply dump and trans-shipment point just east of Wesel on Saturday. Here a large autobahn intersects the railway.

Since bombing was carried out through cloud no results were observed and photo-reconnaissance after the attack was impossible.

Sixty RCAF Spitfires attacked German-occupied buildings south-east of Bocholt later in the day, dropping some 30,000 pounds of bombs.

During this mission the Canadian pilots, without loss to them-

selves, destroyed two FW190s after four enemy aircraft had been sighted in the Coesfeld area.

Other Spitfires in this trip made five rail cuts and damaged 12 railway cars on the line running from Haltern.

About 175 sorties were flown by the RCAF squadrons despite cloud and ground mist.

Air Marshal Breadner To Retire As Overseas Chief

Air Marshal L. S. Breadner, CB, DSC, Air Officer Commanding-in-Chief RCAF Overseas, will retire April 1, 1945. He will be succeeded by Air Vice-Marshal G. O. Johnson, CB, MC, now AOC-in-C Eastern Air Command, Halifax, N.S.

Former Chief of the Air Staff, Air Marshal Breadner took command of the RCAF overseas at the beginning of 1944, the year in which the strength rose to more than 40 squadrons. It was the force's greatest year in bombing effectiveness and fighter combat.

He has been in almost continual service since first enlisting in the Royal Naval Air Service in 1915. In 1928 he became acting director of the RCAF, holding that post until 1932. Promoted to Air Vice-Marshal and named Chief of the Air Staff in 1940, he became an Air Marshal the following year. He held that post until his arrival in Britain to succeed Air Marshal Harold Edwards, CB.

Air Vice-Marshal Johnson is another last-war flier who made the RCAF his life's work. He shot down 12 enemy aircraft as a fighter pilot in the RFC in World War I. He joined the RCAF in 1918, holding many important posts during the post-war years.

The new AOC-in-C Overseas was responsible for the formation of the Western Air Command. In 1939 he was appointed to the Air Council and placed in

charge of organizing and training for the ECATP. In 1940 he became Deputy Chief of the Air



Staff and later AOC No. 1 Training Command in Toronto.

Air Vice-Marshal Johnson is expected to take up his new appointment shortly.

WINGS ABROAD

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- FLIGHT ENGINEERS. F. A. LAMBOURNE, North Sydney, N.S.; W. B. MURPHY, Viscount, Sask.

Three Tours and Home

Winco Sees Force Grow

Following three tours of operations in which he fought through the Battle of Britain, waged war against enemy fighters in the years before the invasion, and led a squadron in the "umbrella" coverage of ground forces on D-Day and on subsequent sorties, W/C B. Dalzell Russel, DSO, DFC and Bar, Westmount, Que., is going home to Canada.



Blonde and with an enthusiastic, happy smile, Russel seldom speaks of his own accomplishments and maintains he has done no more than hundreds of other Canadians. But he is one of the few men still with the RCAF who have watched the Air Force grow to one of the most powerful air organizations in the world.

He joined the RCAF less than a week after war was declared and so qualifies as being one of the first of its members. In June, 1940, Russel arrived overseas as a Sprog Pilot Officer, and took his place among the heroes who defended Britain in the days when London and Coventry were being bombed heavily. He is one of the few men of the old 115th RCAF Auxiliary Squadron left to tell of those early days.

After the Battle of Britain, then a Flying Officer, Russel won the DFC, one of the first three in the RCAF. The other two were won by G/C Ernest McNab and G/C Gordon McGregor. Russel was awarded his DFC for destroying five enemy aircraft, assisting in destruction of a sixth and for showing "great keenness to attack the enemy."

He returned to Canada and after a well-earned rest at his home in Westmount, he was posted to Eastern Canada as an instructor. There he was promoted to Flight Lieutenant. His next promotion came when on duty in Ottawa.

In the winter of 1942 he returned to England and flew

Spitfires in his second tour while scouting Bostons and Marauders of the American Ninth Air Force over France and Holland. During the following summer of 1943 he was made a Wing Commander and in November received the Bar to his DFC for leadership of his wing.

But the most interesting days of his Air Force career, according to him, were during his third tour when he flew with the colorful W/C Johnny Johnson, DSO and Two Bars, DFC and Bar, and American DFC. To fly his third tour Russel had to revert to Squadron Leader.

"Our wing was the first to get up shop in France," he recalls, "and we carried out lighter sweeps from there in addition to continuing coverage of the beachheads. Our Spits dive-bombed enemy strong points when they were holding out against Allied armies. After that we turned our attention to armed recon—which means shooting up anything moving on the ground, troops, trains, tanks and enemy supply convoys."

Russel was the first man to land a plane on the first base in Allied occupied territory. Shortly after his wing shot down 24 enemy planes in a single day when the Luftwaffe attacked Allied air fields on the Continent. It was his keen leadership again that won for him the DSO last autumn, and promotion to Wing Commander.

He is looking forward to going home again. "I'm going back to Canada in the near future," he said recently, "and it is certainly something to look forward to."

Previously reported missing, now presumed killed in action. F/O D. D. LLOYD, Leamington, Ont.; W/O S. D. MARTIN, London, Ont.; F/O D. S. MARTINSON, North Battleford, Sask.; P/O J. M. H. DELANEY, Chapleau, Ont.; P/O H. LEITCH, Vancouver, B.C.; R. E. MOONEY, Windsor, Ont.; P/O W. S. COWAN, Port Carling, Ont.; P/O SMITH, Kingston, Ont.; P/O R. A. SMITH, Toronto.

Previously reported missing, now presumed killed in action. Sgt. R. M. WATSON, Lachute, Que.; P/O A. WILLISTON, Sydney, N.S.; P/O H. C. CLAY, Dorchester, Mass.; P/O W. G. HICKS, Philadelphia, Penn.; S/L D. G. E. JALL, B. B. BOKOSKI, Toronto; P/O A. BROOKS, Outremont, Que.; Z/L G. J. CHEQUER, Ottawa; P/O S. Z. INARSSON, Gimli, Man.; P/O J. A. FRAMPTON, Merritt, B.C.; P/O M. N. HILL, Highlanders, Alta.; P/O M. N. MACDONALD, Fort William, Ont.; P/O W. A. PARK, Trout Creek, Ont.; P/O V. V. EARL, Toronto; P/O K. SMITH, Winnipeg.

Previously reported missing, now presumed killed in action. P/S S. W. ABRAMS, Cornwall, Ont.; P/S W. B. BALLANTYNE, Unity, Sask.; Sgt. R. B. BARTON, Neepawa, Man.; P/L G. T. BERG, Valparaiso, Sask.; P/O D. S. JER, Woodstock, Ont.; F/O J. L. SOUTH, Fort William, Ont.; P/O J. R. BRADLEY, Toronto; P/O S. B. C. CAMERON, Oshawa, Ont.; P/S R. G. CLARSON, Toronto; P/L W. B. COCKE, Toronto; P/O W. G. COCKE, WILL, Sylvania, Sask.; P/S J. R. COTE, Winnipeg; P/O R. F. COULSON, Winnipeg; P/S H. D. DAUK, Kamloops, B.C.; Sgt. R. DEMPSTER, Sask.; P/S A. E. DIMOCK, Hants County, N.S.; P/O W. J. DOUGLAS, Toronto; Sgt. H. E. EVANS, Magrath, Alta.; P/O A. A. FISHER, North Bay, Ont.; P/O T. GAVIN, Edmonton; P/S A. L. P. GIBSON, Rocky Mountain House, Alta.; F/O T. C. HUBBARD, Blairmore, Alta.; Sgt. J. K. GILMAR, Woodstock, Ont.; W/O C. G. GLOVER, Edmonton; W/O A. N. GOTT, Victoria, B.C.; P/S F. QUAY, Chalk River, Ont.; P/O G. H. HADFIELD, Verdun, Que.; P/S L. J. JOHNSON, Regina; P/S P. J. KELLY, Toronto; Sgt. J. G. E. LAFAMME, St. Thomas, Ont.; P/S J. R. LAFAMME, Camden, N.J.; P/O J. B. ONEY, Smith Falls, Ont.; P/S J. R. G. MACDONALD, Kindersley, Sask.; P/O R. H. MCGREGOR, Vancouver; P/O J. B. MARSHALL, Lachute, Que.; P/O W. F. MARSHALL, Vancouver; P/S I. A. A. MARTIN, Herschel, Sask.; W/O A. R. MERRITT, St. John, N.B.; W/O P. R. MUIR, White Rock, B.C.; P/O J. K. MUNROE, Calgary; Sgt. E. J. OAKLEY, Toronto; P/O V. PARRITT, Madison, Ont.; P/O G. B. PENNYCOOK, Windsor; P/O G. B. PRONCER, Woodstock, Ont.; Sgt. J. L. RAINVILLE, Winnipeg; P/O G. I. RANSOM, Nanton, Alta.; P/O J. R. RUMBLE, Cocoma, Ind.; P/O A. SANDERSON, Crooked Bend, B.C.; P/O J. E. SAUNDERS, Fredericton, N.B.; P/O J. A. ST. DENIS, Waterloo, Que.; P/O R. SELMAE, Toronto; P/O R. SHEWAN, Vancouver; P/O E. SIBDAL, Cochrane, Alta.; Sgt. E. SMITH, Chateaufort, Que.; P/S D. T. THORNTON, Man.; P/O R. D. L. VIETTO, Guelph, Ont.; P/O A. M. WILKINSON, Toronto; Sgt. Z. JONKERS, Hamilton; Sgt. Z. SIEVIES, Winnipeg; P/O E. J. ELMS, St. James, Man.; P/O A. K. HEATON, Windsor, Ont.; P/O A. K. HORNBY, Montreal; P/O L. M. LINNELL, Edmondson; Sgt. R. F. WICKS, Winnipeg; W/O L. J. ADAIR, Wingham, Ont.; W/O L. D. RUMBLE, Toronto; P/O M. G. W. ASTBURY, Port Hope, Ont.; P/O J. J. BAKER, Toronto; P/O A. B. BALCOMBE, Toronto; Sgt. R. A. BARR, Toronto; P/O W. H. BLOKTHOL, Scarborough, Sask.; W/O P. F. BLAZIKO, Foam Lake, Sask.; P/O J. M. L. BOULDER, Verchères, Que.; P/O R. J. BOULDER, Crooked Bend, B.C.; Chatham, Ont.; P/S C. M. CARR, Detroit, Mich.; P/O J. J. M. COUTURE, Montreal; P/O R. DAWE, Vancouver; P/O P. H. EWING, P/O H. A. FLOREN, Weyburn, Sask.; P/O R. M. FURMAN, Decatur, Ill.; P/S W. H. CARBUTT, Toronto; P/O J. F. GILBEY, Montreal; P/O P. L. GLYNN, Toronto; P/O M. G. NIUS, Regina; P/O W. H. HAWKINS, Clinton, Ont.; W/O W. H. HOPPUS, Lacombe, Alta.; Sgt. E. C. HOULDRING, Saskatoon; P/L A. G. JIRA, Calgary; P/O L. T. J. KELLY, Ottawa; W/O R. LOSA, Larsen, Cuba; P/O E. A. MCCORRELL, Wakefield, Que.; P/O D. A. MACDONALD, Rockland, Sask.; P/O M. G. MACGILLIVRAY, Dalkeith, Ont.; P/S J. G. McMINNES, Carroll, Man.; Sgt. W. E. MCKEE, Braken, Sask.; P/O R. J. MACKELCAN, Sydney, N.S.; P/O R. J. MCKEHEEN, Lagan, Ont.; P/L W. J. MAITLAND, DFM, Vancouver; P/S M. MARKS, Oshawa, Ont.; P/S D. L. MILLER, Paris, Ont.; P/S J. H. T. MONTEITH, Toronto; Sgt. J. R. MORGAN, Vancouver; P/O A. R. PACAN, Saskatoon; Sgt. B. R. MORRISON, Toronto; P/O D. R. PARKER, Montreal; P/O P. H. SCOTT, Montreal; P/O K. E. PETERSON, Bentley, Alta.; W/O K. E. RIDDELL, Sutton Junction, Que.; W/O K. G. ROLFSTAD, Strawberry Hill, B.C.; P/O B. L. RUSSELL, Bathurst, N.B.; P/S G. H. RUSSELL, Toronto; P/O L. J. H. G. SOUAILLARD, Montreal; P/O L. G. SPEYER, Toronto; P/O E. B. STILES, Apebaqui, N.B.; Sgt. P. F. J. SYKES, Montreal; P/O H. A. TAYLOR, Parry Sound, Ont.; P/O W. THATCHER, Hamilton; P/O J. R. WARDROPE, Weston, Ont.; P/O B. M. WARWICK, Toronto; P/S R. N. WEIR, Winnipeg; P/O L. G. WILSON, Riceville, Ont.

CASUALTIES

- KILLED IN ACTION. F/O D. D. LLOYD, Leamington, Ont.; W/O S. D. MARTIN, London, Ont.; F/O D. S. MARTINSON, North Battleford, Sask.; P/O J. M. H. DELANEY, Chapleau, Ont.; P/O H. LEITCH, Vancouver, B.C.; R. E. MOONEY, Windsor, Ont.; P/O W. S. COWAN, Port Carling, Ont.; P/O SMITH, Kingston, Ont.; P/O R. A. SMITH, Toronto.

- KILLED ON ACTIVE SERVICE. P/S R. L. MELVILLE, Ottawa, Ont.; P/O L. ADAMS, Windsor, Ont.; P/O A. BARDWELL, Appin, Ont.; P/S H. E. McDONALD, Green Valley, Ont.; Sgt. N. J. ANDERSON, Hamilton; Sgt. J. E. ARMSTRONG, Vancouver; P/O G. L. O. BERG, Vancouver, B.C.; P/O N. H. BOSS, Nelson, B.C.; Sgt. J. CAMBORSKI, Half Way Lake, Alta.; P/L R. L. CARVE, Detroit, Mich.; Sgt. G. F. HIGGINS, Chatham, Camp, B.C.; Sgt. E. J. PRIDHAM, Kingston, Ont.

- PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE. Sgt. A. J. COPECOG, Toronto; W/O F. MIDDLETON, Natchawan, Ont.

- WOUNDED OR INJURED ON ACTIVE SERVICE. P/O R. W. BRADFORD, Toronto.

- DIED ON ACTIVE SERVICE. LAC H. COCKBAIN, Millet, Alta.; P/O H. DURRANT, Forest, Ont.; Sgt. W. J. MARSHALL, Vancouver; Cpl. D. M. TAYLOR, Swift Current, Sask.; Sgt. J. L. P. DION, Montreal.

- PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR. P/O J. S. JAMES, Buffalo Gap, Sask.

- PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, ACTIVE SERVICE. P/S S. M. CRAIG, Ottawa.

- PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE. P/O H. C. DIXON, Toronto.

PILOT FLIES FIRST WITH THREE UNITS

Veteran of more than 34 sorties on enemy targets, S/L R. J. Lawler, DFC, Pictou, N.S., flight commander with the Lion squadron, recently completed his first tour.

He started out with the Tiger squadron, where he did 18 sorties, made six with the Bison squadron, and then went back to the Lions.

Mentioned in despatches in the King's New Year Honors list in January, 1945, he was awarded the DFC a few weeks later.

WIRELESS MAN FLIES 200 TRANSPORT HOPS

After completing 200 sorties with an RAF transport Command squadron, F/O Leonard R. Jaques, Yorkton, Sask., expects to be home shortly.

Overseas for three years in Britain, the Middle East, India, and Burma, Jaques with his crew helped to supply and maintain the Wingate Chindit Expedition during its jungle warfare 100 miles behind the Jap lines. He is a wireless operator.

Hebrew Padre Offers Hope In Message at Passover

S/L J. Elsen, RCAF Senior Hebrew Chaplain, on the eve of Passover, sends the following message to all Jewish personnel serving with the RCAF Overseas.

"The Passover, which the Jewish people in lands of freedom will celebrate openly, and in places enslaved by the Nazis underground, begins this year on Wednesday evening, March 28, with a meal in which traditional dishes are served and the old story of Israel's Egyptian enslavement and redemption retold in word and song.

"The Passover Festival puts the lie to men of Hitler's stamp and affirms the great truth that liberty is the inalienable right of every human being. The Feast of Passover is the Jewish peoples' homage to the great principle of human freedom. Pharaoh enslaved a whole race, and was chastised for his crime by the Divine Hand of God. The Lord God of us all fixed His Canon against slavery then and there for all time, and He thus declared that every human being had the right to the freedom which will enable him to develop to the utmost all the powers of body, mind and soul with which God has endowed him, and that slavery, therefore, with its debasing effects upon the intellect and character, is a deadly sin against the Laws of God.

"The Passover, therefore, commands us in the words of the Psalmist: To open the blind eyes, To bring out the prisoners from the dungeon, And them that sit in darkness out of the prison-house. "The Festival also warns us

that it is dangerous for any of us who have freedom and enjoy the goodness of the earth to sit back and be satisfied so long as there is in the world one human being who is enslaved. In the



NAZI STRAFES BURNING KITE

Hun Fires on Halifax Wrecked on Hillside

While an injured Campbellton, N.B., wireless operator was trapped in a burning Halifax bomber on a Belgian hillside, the Nazi fighter who had shot it down returned to strafe the wreckage with machine gun fire. For 15 minutes, F/O Donald H. Woodworth struggled to free his broken leg from the smashed navigation equipment which had trapped it. Meanwhile the flames and melted perspex burnt his foot painfully.

Freed at last, Woodworth stayed in the wreck to try to rescue other crew members, although fire had reached the ammunition and machine gun bullets were crashing everywhere. Not until he was sure no one else remained alive did he make his own escape.

Now on his way home after two months in hospital, Woodworth revealed that the attack on Dusseldorf when his Halifax was shot down was to have been his last operational flight.

WORK COMPLETED DESPITE TROUBLE

Pilot Makes Attack After Engine Goes

Determination and good airmanship by P/O Maurice J. Kelly, Toronto, enabled him to fly his Lancaster to Kassel, despite engine trouble, and then return safely to base.

He was about 300 miles from the target when his starboard inner engine gave trouble and on the advice of his flight engineer he opened up his other three engines. An hour and 40 minutes later the motor gave out and had to be feathered.

Kelly reached Kassel after the other bombers had left, and was down to about 14,000 feet. Several ack-ack guns gave his plane their undivided attention but he carried out his mission.

After turning for home a burst of heavy flak below his aircraft knocked out the port outer engine. He landed safely after a long struggle to England on two motors.

FLIERS DROP WHEELS AS JUICE DWINDLES

After one gas tank was holed by Nazi flak, an RCAF Halifax reached its base safely only to find its undercarriage not functioning. With the fuel supply diminishing rapidly, the aircraft circled the airfield while the crew fought desperately to lower the jammed wheels. They finally succeeded just before the engines stopped.

This story was related by the Halifax's bomb aimer, F/O Denis Lalonde, Windsor, Ont., who is on his way home after completing his tour.

JU GREETS FLIERS ON INITIAL SORTIE

Hun Foiled by Men in RAF Lancaster

On their first trip as a crew with an RAF Lancaster squadron, F/O J. O. Sheehan, pilot, Montreal; N. C. Hancock, navigator, Palmerston, Ont., and E. H. Van Slyke, mid upper gunner, Hanover, Ont., were attacked by an enemy fighter over Harburg, Nazi oil refinery centre.

They had dropped their bombs and were just coming out of the target area when the tail gunner spotted a Ju88 at 300 yards. Sheehan was banking as the enemy opened fire from above and the cannon shells missed. The bomber's gunners opened fire and the fighter broke away. Sheehan did some violent twisting and turning until he found safety in the clouds.

NAAFI- AT YOUR SERVICE

Here are but a few of the many ways in which Naafi serves the RCAF . . .

- NAAFI provides RCAF units with a wide range of commodities for service messing. NAAFI canteens serve Canadian units and airmen attached to British units. NAAFI supplies all kinds of canteen goods for units without a Naafi or a Canadian Philanthropic canteen. (10 per cent. discount is allowed for unit funds on all such purchases.) NAAFI clubs in Britain and overseas offer many amenities for Canadian Forces. NAAFI mobile canteens serve remote or scattered units.

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words of the poet James Russell Lowell: Is true freedom not to break Fetters for our own dear sake, And with heathen hearts forget That we, owe mankind a debt? No; true freedom is to share All the chains our brothers wear, And with heart and hand to be Earnest to make others free. "So may we all be inspired with the ideal expressed by the great day and go out equipped and ready to make our Canada, yea our world, a kinder and better place."

FITTER EARNS FLAT HAT FOR TRIP HOME

An LAC fitter when he came overseas with the RCAF three years ago, Tony Lapchuk is now on his way home as a Flight-Lieutenant Intelligence Officer. Lapchuk, whose home is in Winnipeg, revealed that he has worked for all three operational commands—Fighter, Bomber and Coastal.

WITH RAF

F/O Fred Grant, Rockville, Ont., is on his way home after three years overseas service, during which he completed a tour with a RAF bomber squadron.

Advertisement for Perox toothpaste, featuring the slogan "It's a push-over!" and an illustration of a woman brushing her teeth.

HARD-ROCK MINERS SPARK CREW TO TWO-JET VICTORY

Lanc Fliers Combine to Defeat Huns; Pilot Hurls Bomber in Fighter Style

Two former hard-rock miners from Canada's largest gold mines hit a Bonanza recently when their RAF Lancaster shot down two 600 m.p.h. Nazi jet-propelled fighters in a single night.

They were F/O H. R. Smith, pilot, of Flin Flon, Man., and F/O G. Bobenic, Kirkland Lake, Ont., rear-gunner.

Ten minutes after they had bombed the Dortmund-Ems canal, the pilot spotted a white-hot glare racing astern. Bobenic, in the tail turret, at first thought it was a flare dropped by enemy fighters. F/O R. S. Baillie, Perth, Ont., in the mid-upper, identified it as a Me163 jet job. The German raced in under the Lancaster, where the Scottish mid-upper couldn't bring his guns to bear.

Bobenic blazed away with his four tail Brownings and the pilot saw the tracer striking home. The Nazi turned and made a second pass. As he attacked again Baillie and Bobenic both fired. The enemy nosed over and Bobenic's eyes followed him until he exploded thousands of feet below.

Five minutes later another Me163 attacked from the starboard quarter. Bobenic opened fire, but his guns jammed after 50 rounds. Baillie's guns jammed at the same instant.

"There were only two things we could have done—got out of there in a hurry or turn around and face him, so that our bomber's guns in the nose could be brought to bear," explained the pilot. "We decided to face him."

"Smitty threw us into a stall turn so fast that we turned over on our back," said Bobenic. "Take it from me, he's the best pilot in Bomber Command. We damaged our aircraft, but we brought it back and we got the German fighter."

Smith noticed that the bomber's tracer was passing under the Nazi fighter. "A little higher, Happy," he advised the English air-bomber. The latter elevated his guns and scored strikes.

By this time, Baillie had cleared his guns and was pouring lead into the circling Nazi. Flames sprang from the enemy aircraft. Bobenic hand-cocked his two right guns and took over from Baillie. The night-fighter fell to earth, heat from the flames firing his guns into the ground. For a few seconds before he crashed his tracer was seen by Bobenic to be ricocheting off the fields below.

CANUCK RECALLS EARLY WAR DAYS

A bomb disposal expert, F/S Fred Bremner is on his way home to Saskatoon.

He came to Britain in 1937 to enlist in the RAF as an armorer. Only recently he transferred to the RCAF after eight years in the RAF.

His busiest work in bomb disposal came during the early bombing of Britain and during the Battle of Britain, explained Bremner. For a long time he was instructing squads of servicemen in bomb disposal tactics so vital to safety when the Germans were dropping time-delayed bombs.

Ten days after D-Day, the Canadian went to the Continent with an RAF Mustang squadron and worked as an armorer in France, Belgium and Holland.

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LANC'S PRANK SHAKES CREW

Bomber Rolls Over On Return Flight

A Lancaster of the Moose squadron was thrown flat on its back in mid-air one night recently on its way back to base. The phenomenon remains a puzzle to the crew but F/L Fred Dawson, Calgary, pilot, has a theory.

"We were near the Western Front, on the return flight from Chemnitz," explains the tall flier. "In the dark I suddenly spotted something, probably another aircraft, about 50 feet off one wing tip and below. A moment later our kite was wallowing upside down."

"It seems likely that the other aircraft scraped our underside and then, as her pilot nosed her downward, the slipstream from her engines caught our Lanc under the wings and flipped her over."

Luckily Dawson was strapped in his cockpit. The flight engineer scrambled off the roof and helped him to pull the aircraft over. Before the bomber levelled out it lost 8,000 feet and clocked almost 400 miles per hour in its dive.

After landing the aircraft was found to have dented bomb-doors and the radio equipment was shattered.

"Whatever the true explanation, only excellent piloting and crew co-operation saved that kite and the fellows in it," commented S/L D. B. Hunter, Edmonton, Dawson's flight commander.

FIGHTERS SEE RAIL YARD HIT

Squadrons Travel to Dulmen With Bombers

Holland.—Escorting Mitchell bombers on a raid to Dulmen, north of the Ruhr, the Oshawa, Wolf and Red Indian squadrons on Friday watched a rail yard completely torn up by Allied bombs and saw a great column of black smoke thousands of feet high, twenty-five miles to the south where Fortresses were raiding another Ruhr city.

The RCAF pilots escorted crippled bombers back across Allied lines. S/L J. D. Mitchner, DFC, Saskatoon, led one squadron of Mitchell escorts.

"Their bombs fell right square on the Dulmen yards and they were torn all to pieces," said F/L W. N. Douglas, New Westminster, B.C., and F/O Gordon Cameron, Edmonton. Numbers of the same squadron said they could see smoke from the Ruhr fires as soon as they took off from their Belgian airfield.

P/O Charles Darrow, Toronto, found a Fortress limping home and followed it across the Maas River. F/L Thomas Hoare, Winnipeg, another Red Indian squadron pilot, covered another Fortress as it flew home, "but while we followed it the German flak kept coming up. Chunks began to fly off the bomber," he said, "and then the right wing was blown off and we saw it cartwheel down, slowly disintegrating. Our pilots counted four or five parachutes come out of it."

AIR FORCE, FLEET KEEP SEA WATCH

Air-to-sea cooperation between the Air Force and the Navy is so well organised to-day that once a contact is made with a German submarine it seldom gets away, reports F/L Charles McManus, North Bay, Ont.

The young Canadian wireless operator has just completed a tour with a RAF Sunderland flying boat squadron and is heading home. He recalled that on one occasion he and his crew spotted three subs together on the surface.

The subs put up a terrific flak barrage, but the Sunderland patrolled around them, having signalled to navy craft in the area. Two of the three U-boats subsequently were sunk by the Navy.

MORE SKIING



Near the front lines in Italy the Desert Air Force has established a skiing school. Members of many nations gather to romp in the snow at the resort. Five countries are represented in this picture: F/L I. R. MacIntyre, London, England; F/O W. L. Slosarski, Poland; W/O D. Long, Middle Brighton, Victoria, Australia; Lt. H. G. Gericke, Benioli, Transvaal; W/O T. A. Huck, Renown, Sask., a Canadian with the RAF.

(Official RCAF Photograph)

Millward's Men Cop RCAF Bomber Group Puck Title

Bouncing back from a sound shellacking administered by a power-packed team headed by F/O Milt Schmidt in the second game of a best-of-three series, F/S Jack Cain's hockey entry from the station commanded by G/C J. B. Millward, scored a 3-0 win in the final game to win the championship of RCAF Bomber Group.

The Cain club had eked out a 3-2 win in the first game, absorbed a 7-1 drubbing in the second, faced the final minus the services of Alfie Pike, ex-New York Ranger star, and lost the services of Cain himself midway through the third tilt.

The losers, representing G/C Harold Miles' station, carried most of the play, but the lighter Millward men held them in check.

Defenceman Jimmy Colfer, Hudson, Ont., broke the ice halfway through the last period of the final game on a breakaway and rifled the puck past Goalie Len Pinkney, Ottawa. Until then it had been anybody's game with three ex-NHL stars. Milt Schmidt, Roy Conacher and Jimmy Haggerty, carrying the play for the losers.

Goalie Jean Louis Dion, Sherbrooke, Que., netminder for the winners, blocked the Miles sharpshooters and rose to heights, while Cpl. Ted Redmond, Kirkland Lake, Ont., rode the penalty bench and left the winners shorthanded. Seconds after Redmond climbed out of the box, he scored the second goal to ease the strain, and Lloyd Grosndal, former Boston Bruin, made it 3-0.

In the absence of Air Vice-Marshal C. M. McEwen, AOC RCAF Bomber Group, the championship medals were presented by Air Commodore C. R. Dunlap, Vancouver.

MILES.—Schmidt, Kitchener; Haggerty, Montreal; Conacher, Toronto; Len Pinkney, Ottawa; R. G. Thompson, Montreal; H. M. Sells, Gull Lake, Sask.; W. R. Helgason, Winnipeg; F. Vicary, Sault Ste. Marie; P. Place, Prescott, Ont.; J. Greer, Lucknow, Ont.; J. Hughes, Trail, B.C.; Al Rogers, Montreal.

MILLWARD.—Cain, Lindsay, Ont.; Harrison, Rimouski, Que.; J. L. Dion, Sherbrooke, Que.; E. J. Redmond, Kirkland Lake, Ont.; R. G. Johnson, Vernon, B.C.; Lloyd Grosndal, Kelvington, Sask.; D. L. E. Watson, Morin Heights, Que.; L. J. Duff, Copper Cliff, Ont.; L. A. Muir, Winnipeg; W. Smith, Toronto; H. W. Higgins, Stellarton, N.S.; D. J. Langman, Moose Jaw, Sask.; J. R. Colfer, Hudson, Ont.

Fliers Have Own Pictures Of Targets Census Shows

Pilots of rocket-firing and fighter-bomber Typhoons have different mental pictures of German cities which are their targets than do non-fliers, according to census at one unit.

Each town or city has an outline. "Most of them," says one flier, "are like big bloated spiders with the roads radiating out like legs—that is, the big industrial towns like Krefeld and Wesel."

Then there is Antwerp, which at first impression seems medleyval, with the odd-shaped water reservoirs sited around the suburbs like ancient fortress towers.

Borkum is another spider. Utrecht is the sprawling mass

OIL BLITZ HAS FLIERS ON GO

Crew Logs 20 Hours Out of 33 On trips

Typical of the fierce energy with which Bomber Command supported the Allied drive in the west by putting out of operation Germany's three great synthetic oil plants at Merseburg, Politz and Brux, two Ontario airmen with a RAF Lancaster crew were in the air 20 hours out of 33.

They were F/L John Gilmour, pilot, Hamilton, and his navigator, P/O W. T. Steadman, Toronto.

For the second heavy raid on Politz they took off at 4:30 in the afternoon and landed at 3:10 the next morning. By the time they had been interrogated and had eaten it was 6:30 before they got to bed.

They were up again at 11 o'clock, briefed at 12:30 and were off again to bomb the Leuna plant at Merseburg at 4:30. To blast Politz they spent 10 hours and 40 minutes in the air. For the Merseburg operation they flew nine hours and 35 minutes.

Coming back from Politz they were attacked by a Ju88. Their tail-gunner fired as he saw the enemy tracer. The Nazi night-fighter broke off and didn't return.

On their first trip flak ripped a piece from the starboard wing nine feet by two. The giant Lanc shuddered, then flew on.

FORCES VETERAN HEADS FOR HOME

Veteran of 13 years' service in Canada's armed forces, F/L C. R. Higgins, Nelson, B.C., is homeward bound.

A member of the RCAF for four years in the present war, F/L Higgins is an administrative officer and has been adjutant to the Bison squadron.



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FLYING CONTROL OFFICER HAS PRAISE FOR TITO'S FIGHTERS

Canadian Spends Several Months In Yugoslav Area Assisting Partisans

After several months among the Yugoslav partisans S/L L. F. Wells, Weston, Ont., has returned to the UK with vivid impressions of the battle being waged against Germany by Tito's men.

A Flying Control officer, S/L Wells' job has been to organise landing strips in "free" areas where the Partisans are surrounded by the enemy. This enables Allied aircraft to land with supplies and leave with wounded men. Wells is believed to be the only RCAF officer to serve on the ground with the Partisans. He spent considerable time in a village about 40 miles from Zagreb.

Several times during his stay in the area the Germans surrounding it tried to capture the zone, but were beaten back every time by the fiercely fighting Partisans. The latter made several attempts to capture the Nazi stronghold. Bad weather interfered with the Allied air support which had been arranged to help the Yugoslavs in one of their bigger attacks.

He found the Partisans most friendly to the British and most careful to see that they should come to no harm. The Canadian noticed that Tito's men were well trained and tried. Their organisation was excellent, he said, and was complete with medical corps and stretcher bearers. They were well supplied with good war materials brought in by Canadians, British and Americans of the Balkan Air Force or captured from the Germans.

They liked the Plat guns sent to them better than any other weapon. "They think they are the best weapon invented and call them John Bulls," he added.

S/L Wells was ordered back to Italy at a time when the country was deep in mud and aircraft could not land. His party headed northward for the Hungarian border where they found the Russian armies had arrived on the frontier. The Russians escorted them across Rumania to Bucharest. From Bucharest air transport was arranged to Athens and Italy, but the journey from the "free" Yugoslav area in Slavonia took one month.

S/L Wells came to Britain in 1941 and went to Egypt in January, 1942, where he served with the RAF night bombing group throughout Montgomery's march from El Alamein to Tunis.

LOAN COMMITTEE HAS FIRST TALK

Overseas Canvass Must Be Complete

Addressing the first meeting of the RCAF Overseas Eighth Victory Loan Committee at Overseas HQ last Monday, W. N. McIlwraith, Chairman of the London Committee of the National War Finance Committee, pointed out that 100 per cent. of RCAF personnel overseas would have to be canvassed if the RCAF objective of \$4,000,000 was to be met. He explained that it was vital that the Loan's objective of \$1,500,000,000 be attained.

Representing Air Marshal Lloyd S. Breadner, CB, DSC, AOC-in-C RCAF Overseas, G/C G. E. M. Scott, Director of Administration, expressed the Air Marshal's greetings and congratulations for the job done overseas in the previous campaign.

Members of the committee who will administer the coming campaign for the RCAF Overseas are: S/L G. W. Richardson, chairman; F/L Jory, deputy chairman; S/L R. Coote, S/L M. Boundy, F/L F. C. Bett, F/L A. F. Tinsley.

TRAVELLER

Alouette squadron armorer, Sgt. Harry Harned, Hull, Que., is homeward bound after service in North Africa and Britain.

GUNNER SAILS SEA IN DINGHY

Sunderland Men Go 200 Miles Before Rescued

Living on a ration of three tablets and one ounce of water a day, F/O Earl Hiscox, Hamilton, Ont., sailed 200 miles in a rubber dinghy in rough sea across the Bay of Biscay before being rescued by a Sunderland flying boat.

With crewmates he was 85 hours on the sea. "Every day we saw aircraft, some of them searching for us and others on routine patrols, but we couldn't attract their attention. "We were using a tin mirror to flash signals to them. Finally an American Liberator did see our signal and circled us for an hour or so, when they brought another Sunderland to us," Hiscox reported.

After three unsuccessful attempts the Sunderland managed to land in the rough sea and took them on board.

Hiscox and his crew took to the dinghy when their U-boat hunting Sunderland crashed in the sea and sank within two minutes. Taking advantage of the winds the crew set course for Cape Finisterre in Spain.

In hundreds of hours on sub-patrol Hiscox and his crew found only two submarines and were unable to confirm the results of their attacks. Hiscox, a wireless air-gunner, flew with an RCAF squadron and is on his way home.

THIRD TRY FATAL FOR SINGLE JU88

A Ju88 making its third consecutive attack on a Lion squadron Halifax was shot into the sea by the bomber's gunners. The Halifax men were laying mines in enemy waters, relates F/O E. J. S. Wood, Montreal, wireless operator in the aircraft.

Wood has completed his first tour in which he logged more than 33 trips to enemy targets and also went on seven mining missions.

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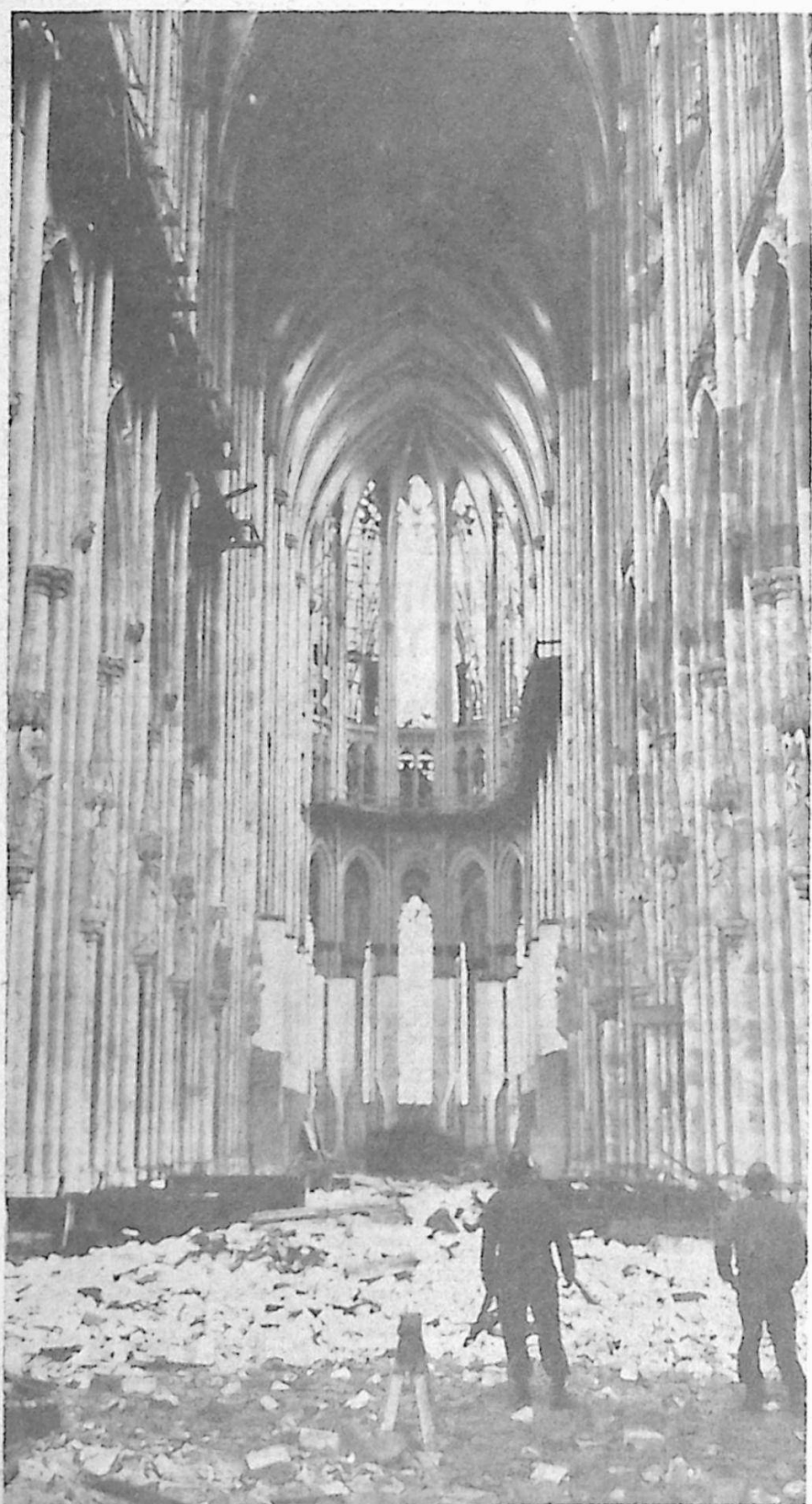
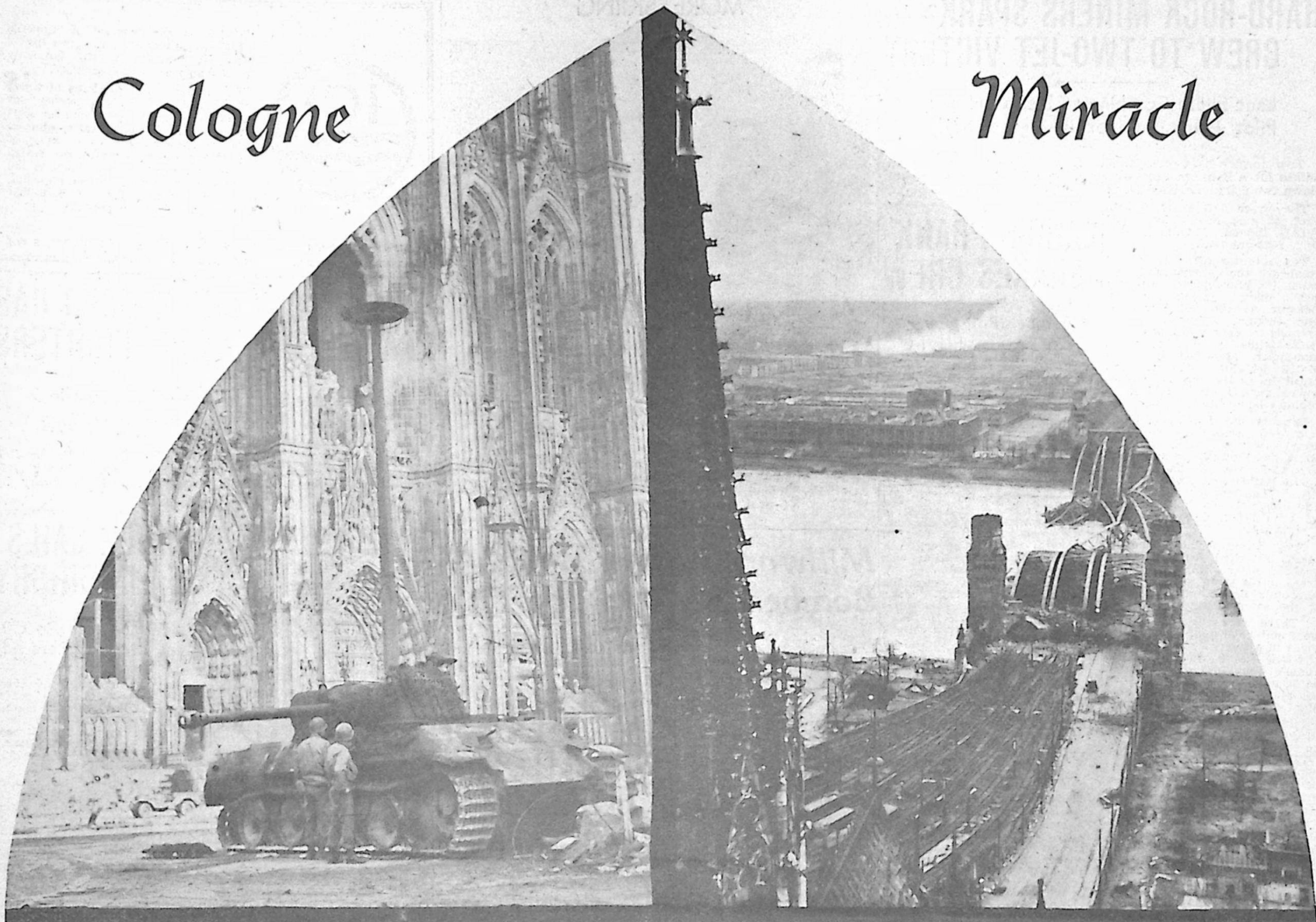
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Cologne

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To many Canadians Cologne will always be a rumbling, flash-flecked patch of murk beside the silver ribbon of the Rhine; to others, a mass of rubble and broken walls, dominated by the twin spires of the scarred and shaken cathedral. These twin gothic fingers point to the sky whence came the miracle of Cologne.

The cathedral, regarded by many as the finest example of Gothic architecture in Europe, is symbolic of a Germany long since dead, the Germany of Goethe and Luther, of Beethoven and Bach.

Long before war came Cologne, spewing out materials of war, centre of Rhineland transportation, was one of the key cities of Hitler's bullying Third Reich. It was not surprising that this western bastion of Nazidom should become the first German city to feel the effect of a 1,000-plane attack, forerunner of Bomber Command's perfected saturation technique.

Since that night in May, 1942, Allied air fleets have dumped many thousand tons of high explosive and incendiary bombs on the city. Often the target has been areas close to the cathedral. Although these districts have been pulverized the cathedral has received only superficial damage. The miracle of precision bombing, the miracle of Cologne, has left the main structure intact.

The accompanying photographs, from the cameras of F/L Ken Coleman and P/O Ron Laidlaw, RCAF photographers, show the extent of the damage in the cathedral and the area adjacent to it.





Canadian air crews flying with a RAF heavy bomber squadron took part in a recent attack on an enemy marshalling yard at Udine in Northern Italy.

The attack on Udine was part of the pounding being administered day and night to enemy communications in northern Italy by the RAF and American Army Air Forces.

Five enemy nightfighter attacks in less than 15 trips were fought off by the RAF Lancaster piloted by F/O S. J. Reid, Orono, Ont., and navigated by F/O T. J. Nelson, Hamilton, Ont.

Lancasters in which F/O R. D. Cheele, Guelph and Brampton, Ont., flies as air-bomber have been hit five times by flak in less than 10 trips.

Being hit by flak is grim business, but F/S G. L. Rollason, Toronto, mid-upper gunner, can muster a smile when he recalls a certain trip recently.

Spotting an Me262 jet-propelled Nazi nightfighter whizzing past his rear turret at a speed 200 m.p.h. faster than his RAF Lancaster, F/S L. E. Baxter, Goderich, gave orders for evasive action and pressed his trigger grips.

In more than 45 trips over enemy targets P/O G. Futer, air-gunner, Port Kells, B.C., fired at an enemy fighter only once.

On their first trip to Wesel, in the Ruhr, a Lancaster carrying F/S G. C. Angus, Fort William, Ont., and F/S D. G. Thompson, Toronto, as gunners, received a direct hit on the bomb bay while they still had a full load of explosive aboard.

HALLY NAVIGATOR COMPLETES TOUR

Navigator of a Halifax of RCAF Bomber Group, F/O H. W. O'Gorman, Sudbury, is on his way home after completing his tour.

On eight of his operations O'Gorman's bomber had to return to Britain with only three engines running.

On his first trip the bomber was chased by a Nazi night-fighter from Hanover to Osnabruck, where enemy searchlights coned it for seven minutes before the pilot's evasive action brought the aircraft safely out of range of the defences.



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TALL GRASS



In India you can get lost in the grass, if it's elephant grass. F/L Ernie Stakell, Toronto, a radio mech. officer at a Group HQ, isn't lost yet, but he'd better keep off the grass.

BEAVER BASE

Cagers Redeem All

Following the station's abrupt fade-out from the Group hockey picture, the men's senior basketball team is out for redemption and managed to progress as far as semi-final play at time of writing, defeating Group by four baskets in a two-game, total-points series.

However, the club has not been faring as well in exhibition contests against teams from Nos. 115 and 116 U.S. Army hospitals. In recent encounter, 115 scored a 41-34 victory while 116 romped away with 66-48 triumph.

Nurses from the same U.S. hospitals also were victorious over our WD team, 115 winning by a 16-4 count and 116 by a 16-7 margin.

Nucleus of the men's team is formed from LAC Butch Zak; LAC Aaron Wolinsky; F/L Greg Titus; LAC Bruce Smith; LAC Doug Ferris; F/S Sol Sands; LAC Harry Beecham; Cpl. Chuck Forest; Sgt. Howard; LAC Arnold Tobin and LAC Ginga.

Mainstays of the girls' units are Sgt. Ruth Anderson; Sgt. Zella Clark; LAW Mary Henderson; LAW Paddy Burns; LAW Teddy Fyfe; Sgt. Paddy Secombe; LAW Phyllis Thrasher; LAW Jenny Jensen; Cpl. Cunningham and LAW H. Clapp.

Organised by Sgt. Anderson, the Station HQ party was voted "the best yet." Among those who enjoyed it were Cpls. Smith, Bainbridge and Birch; LAWs Esther Might and Danny Bushell, W/C Dan Fortune and S/Ls Barry Knight and Tom Whacky.

In the new-hook department are found the names of J. A. McKay and G. J. Kopperson upped to Flight Sergeant; E. E. Mileham and J. Janes to Sergeant and A. M. Gustafson, A. M. Hindmarsh, H. Crandell, A. Labelle, J. P. Roy, E. Henriksen, L. R. Whittington and E. Wild to Corporal.

Bridges in the NAAFI-WD canteen are becoming more popular with ten to 15 tables playing each time. Cpl. Murray Cox and LAC Jim Clark were recent top prize winners.

CLAIMS JU88

Credited with destruction of a Ju88 while on a mining mission, F/O V. R. Thackeray, Regina, a rear gunner with the Lion squadron, recently completed his first tour of ops on Halifaxes.

Homeward Bound

Among the many Canadians who have passed through the RCAF Repatriation Depot recently on their way home after finishing tours are the following:

Sgt. W. Baker, Brantford, Ont.; F/O G. Morrish, Regina; F/L L. Gregory, Saskatoon; Sgt. F. Leason, Victoria, B.C.; W/O A. Dumals, Penetang, Ont.; F/L N. Keene, DFC, White Rock, B.C.; F/L R. Burns, DFC, Saulte Ste. Marie, Ont.; P/O R. Reid, Winnipeg; F/O D. Hemming, Dartmouth, N.S.; P/O L. P. C. Caron, Quebec City; F/L E. Henderson, Toronto; F/L J. D. Brown, Vancouver.

F/L T. G. Robinson, Peterborough, Ont.; W/O R. J. Nicholls, Sarnia, Ont.; LAC J. L. Charlton, Oshawa, Ont.; Sgt. J. Sawyer, Paisley, Ont.; P/O E. Taylor, Montreal; F/L T. Ellison, DFC, Vancouver, B.C.; W/O L. Jamieson, Calgary; LAC H. Roth, Edmonton; Sgt. R. Ainsworth, Red Deer, Alta.; F/S W. MacFarlane, Toronto; F/L V. Fowler, Camrose, Alta.; F/L W. McDonald, DFC, Prince Albert, Sask.; F/O C. Dech, Grenfell, Sask.

CANUCK'S GREEK AFC PUZZLES MANY IN UK

Wearing a decoration unfamiliar to many Canadians, the Greek Air Force Cross, F/O John Granda, Montreal, is homeward bound after a tour as wireless operator of a Baltimore aircraft with the Greek Air Force.

Because the decoration is similar in appearance to the British DFC, the ribbon causes Granda some embarrassment. Since it is a foreign decoration he wears it after his Africa Star and CVSM.

"Almost every day somebody ticks me off, telling me I've got my DFC in the wrong place. It gets tiresome," he remarked. He previously completed a tour on RAF Blenheims.

DEMON DOINGS

School Fosters Demons

Greatest news of the week is that the Demons formally were adopted by No. 9 B and G School, Mont Joli, Que. The B and G boys promptly followed their words with action and the first lot of comforts already has been distributed.

"Ici et La"

D'après le sous-lieutenant d'aviation V. E. Bériault de Montréal, bombardier-pointeur de l'escadrille des "Hiboux Blancs," la dernière attaque aérienne contre la ville de Dortmund a été fructueuse.

Cette attaque était, pour l'officier-pilote Roland Bélanger, de St-Lambert, Qué., sa première sortie avec son équipage.

Tout récemment promu lieutenant de section Gérard Poirier, pilote de l'escadrille des Alouettes, se déclare fort satisfait de ses dernières missions en territoire ennemi.

Le lieutenant de section Rodolphe Lafrenière, DFC, des Trois Rivières, a terminé l'autre jour son premier tour d'opérations, avec une dernière mission sur Barmen.

Le sous-lieutenant d'aviation André Lebœuf, de Rosemont, vient de terminer son premier tour d'opérations: ce bombardier-pointeur faisait partie de l'équipage du lieutenant de section Guy Sicotte, maintenant de retour au Canada.

Le lieutenant de section Raymond Beauchamp, de Montréal, est un des vétérans du vol de guerre à l'escadrille des Alouettes: en effet, le commandant de la section des mitrailleurs a effectué plus de la moitié de son deuxième tour d'opérations.

Le lieutenant d'aviation Louis-Philippe Lussier de Montréal était de passage cette semaine à Londres: il était en devoir spécial

At last the unit has ceased to play the rôle of orphan. For a time it was felt here that the squadron's name was discouraging prospective foster parents.

Basketball

Sports are very much in the limelight. A strong basketball team is taking shape, which compensates to some extent for the disappointment felt when the hockey team learned that no ice is available.

The Cage squad will compete in the Round Robin tourney being arranged in the south. As a warm-up they turned back a strong American hospital quintet by one point.

LAC Bill McKay, Vancouver, Cpl. Larry Shuttleworth, Vancouver, F/O R. W. Hill, Sarnia, Ont., F/S D. R. McKenzie Timmins, Ont., and LAC J. Baradell, Vancouver, are other mainstays.

Recently posted in are F/L J. A. V. Gauthier, Long Lac, Ont.; F/O A. B. Mitchell, Hamilton; W/O J. E. Kitchen, Wells, B.C.; F/O R. B. Aldus, Woodroffe, Ont.; F/O R. W. Appel, Stratford; F/O J. B. Howson, Toronto; F/O A. H. Lamb, Hanna, Alta.; F/O H. L. Deyarmond, Upper Stewiack, N.S.; W/O B. G. Le, Dalhousie, Ont.; W/O L. G. Gonzalez, Thorold, Ont.; and F/O H. Edge, Toronto.

The WT section will be busy the next few days installing a radio in each hut. This represents something new in the way of comforts for the Demons. Included in this Gen section are Cpl. R. S. Pennefather, Buffalo, N.Y.; Cpl. B. Lundy, Leamington, Ont.; LAC C. Bailey, Biggar, Sask.; LAC A. R. Eddy, Brantford, Ont.; LAC J. E. Bowen, Vancouver; R. Tilley, Toronto, and J. K. Riddick, Windsor.

EARLY BIRD

Sgt. Norman Lawson, Winnipeg, wireless mechanic with the first RCAF bomber squadron formed overseas, is on his way to Canada.

du centre de rapatriement de l'aviation canadienne.

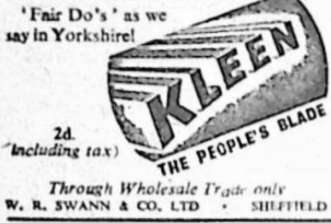
Après quelques mois sur le continent avec une escadrille de transport, le sergent Paul Lefebvre revenait cette semaine en Angleterre: Lefebvre est un ancien mécanicien de l'escadrille Alouette. Il a reconstruit au quartier-général son cousin, l'aviateur-chef François Paradis.



Service and Auxillary Personnel can obtain Coloured Copies of the above and similar pictures free for pin-up purposes. Apply to "Wings Abroad," RCAF Overseas H.Q., London

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ACE GETS DSO

(Continued from page 1.) Alta, and F/L Archibald Reid Graham, Ottawa-born member of the RAF.

The Canadian Ambassador in Paris, General Vanier, recently accepted on behalf of P/O Paul Henri Gingras, Quebec City, the Croix de Guerre avec Etoile D'Argent and FFI emblem. The presentation was made recently by Commandant Gille, President of the Committee Liberation of Calvados, in Caen. This award has evidently been made in the field to P/O Gingras.

HEADQUARTERS

Five Diamonds Ready

Five softball diamonds, two at Regent's Park and three at Hyde Park, are now available for practices for any headquarters clubs desiring work-outs. Twenty teams are expected to do combat for House League honours with the tentative opening date April 15.

Headquarters' F/S Ben Jackson, NCO in charge of photographic section, obviously believes keeping the trade in the family. His daughter, Elizabeth Mary, was recently promoted to petty officer rating in the Wrens, and is the only Wren photographer to attain that rank.

Everybody was happy at the St. Pat's dance last Friday. The policy of marketing a limited number of tickets did the trick. The modified crowd made things perfect for dancing, and what many will claim is much more important—eliminated the bothersome queues at the bar. Wind-up dance of the season will be combined with a Victory Loan "do" around the middle of April. More details will be forthcoming next week.

You tennis racket wielders can do your stuff now any noon hour on Lincoln's Inn Fields courts. If you are minus tennis balls or have forgotten your equipment just ask Cpl. Marion Winter in reception orderly room at 32 and she'll be glad to solve the problem.

WD all-star basketballers and the airman's all-star club will both travel to PRC next week to participate in the overseas championship tourney.

F/S Heenan is taking his HQ pucksters up north to Scotland in quest of championship honours this week-end. Despite the fact that the team hasn't had much league competition they did manage to play a number of exhibition games.

TEMPEST ACE NOW MISSING

Six Fliers Engage 40 Hun; Fairbanks Lost

S/L David Fairbanks, DFC and Bar, 22-year-old American whose rise to fame as leader of a Tempest squadron of RAF 2nd TAF has been meteoric, is missing.

Six Tempests, of which his was one, were bounced by more than 40 Me109s and FW 190s north east of Osnabruck. The Luftwaffe pilots, with a seven-to-one superiority, stayed to fight. Fairbank's Tempest was shot down.

He was awarded the DFC on December 9. A fortnight later he was given command of a flight. On January 27 he received an immediate Bar to his DFC. On February 8 he was given command of a squadron.

Fairbanks had destroyed 14 enemy aircraft in combat, his last being a FW190 four days before he was reported missing. He had also destroyed or damaged more than fifty German locomotives and as many motor transports.

He came from Ithaca, N.Y., enlisting in the RCAF in 1941.

Group Attacks

(Continued from page 1)

plant at Castrop-Rauxel were pounded by RCAF heavies and Canadians in the RAF attacked a benzol plant at Bottrop.

Describing the Hagen attack, F/O Fred Alty, Iroquois squadron bomb-aimer from Vancouver said, "the city was well blasted and we could see the fires for many miles after we left the target area." His crew saw a FW190 already going down in flames and the reargunner opened fire. "We saw it crash on the ground," he said.

A column of smoke mounting 14,000 feet in the air was left above the benzol plant at Castrop-Rauxel after a devastating four-minute daylight attack. Halfaxes flying with the RAF blasted a similar target at Bottrop.

Castrop - Rauxel was last bombed by Canadians on the night of November 21 last year. With the exception of the pathfinders, all the aircraft were from the Canadian group. Holes in several of the returning aircraft proved that the flak barrage had been fairly substantial and accurate, but no enemy fighters were reported. All the Canadian planes returned safely.

The was the fourth consecutive major attack last week in which RCAF group operated

without loss of a single aircraft in action.

"It was good and clear over the target with a bit of ground haze, but we could pick out the refineries visually," said F/O W. A. Thomas, Bison squadron pilot from Timmins, Ont. "Mustangs and Spits gave us good protection."

Bombing of Zweibrucken was an all-Canadian attack except for the pathfinders. Every squadron of the Group was represented and no planes are missing. Zweibrucken had a pre-war population of 28,000 and was packed with Nazi troops and military stores.

F/O R. A. MacKay, Beaverton, Ont., a Lion squadron bomb-aimer, said, "I saw the ground detail quite plainly, including the marshalling yard. We bombed on markers on the master bomber's instructions. There was a big orange explosion as we left and gray smoke and dust billowed up."

Canadians also were well represented in the RAF attack on the German rail centre of Homburg, 16 miles behind the front line, where the Nazis had concentrations of troops and stores.

Free from attack for more than a year, Barmen, one of Hitler's few remaining transportation outlets near the Western war zone, was bombed in daylight Tuesday.

Honeybourne Squad Takes Opener in Chinook Finals

By virtue of a 7-3 triumph over Wellesbourne at the Birmingham Ice Rink, Honeybourne took a one game lead in the first match of a best in three series to determine the team to represent their District in the forthcoming RCAF Overseas Hockey play-offs this month.

A crowd numbering close to 400 saw a thrilling game. The Wellesbourne club, which appeared to be a soundly trampled outfit during the previous part of the game, came to within one goal of deadlocking the count five minutes before the end of the final frame, having trailed 4-1 through most of the tilt.

In fact they did score what would have been the tying marker only to have it called back by the officials who ruled a Wellesbourne man in the crease.

This moral setback disheartened the hard-working Wellesbourne team and they wilted before a blistering Honeybourne attack that netted three goals before the final whistle.

Big gun in the Honeybourne triumph was P/O Howard Eggle, former Toronto St. Mike's star, who bagged a quartet of goals to pace his team to victory. F/O Les Sawyer, Regina, picked up two and F/O Bud Curry, Sheho, Sask., with one rounded out the Honeybourne scoring.

F/O "Soup" Campbell, Winnipeg, notched two and Sgt. R. Driscoll, Halifax, counted once for the Wellesbourne cause.

F/O Eddie Oldring, Edmonton, and F/L Bev. Scott, Toronto, handled the game.

SPITS TANGLE WITH 20 HUNS

Holland.—Two lone Spitfire pilots on a mission near Coesfeld destroyed one and damaged another enemy plane when they were jumped by more than 20 Hun fighters recently.

F/L Robert Cutting, Windsor, Ont., shot down one FW190 and damaged another and then he and his comrade escaped without suffering any damage themselves.

MID-UPPER GUNNER GETS CLOSE CALL

Flak smashed the mid-upper turret and missed the gunner's head by inches when a RAF Lancaster piloted by F/O G. H. Kirton, Toronto, took part in a recent attack on Heilbronn. With Kirton were F/Ss S. R. Hitchcock, rear gunner, Maryfield, Sask., and J. P. Scott, air bomber, Yellow Grass, Sask.

A few minutes early on the target, they were stooging about to kill time when the flak burst near.

WDs Hold Party to Mark 2nd Anniversary at Group

Marking their second anniversary at RCAF Bomber Group overseas and at other nearby stations, 14 Canadian airwomen recently held a birthday party in a village on the Great North Road.

S/O Lillian Simons, Toronto, one of the first airwomen posted to northern England and later commissioned, attended.

Those attending included Cpls. Y. R. Gots, Keewatin, Ont.; Margaret C. Stokes, Vancouver; Constance E. Stagg, Fort William, Ont.; G. M. Rennie, Bathurst, N.B.; Dorothy M. Read, Meota, Sask.; Helen Ledingham, Sudbury; and Leading Airwomen Mildred A. Davis, Espanola, Ont.; Rose E. Spencer, Fairly Glenn, Sask.; Nancy Lee, Windermere, B.C.; Leona Theis, Qu'Appelle, Sask.; Josephine S. Waterhouse, Calgary; Ella Kinsmen, Kent

RADAR MAN TRAVELS

In three years overseas F/L A. W. Nesbitt, Ottawa, has seen service in Egypt, Syria, Palestine, Libya and Britain.

Now on his way home, the expert radar officer revealed that he was one of the last to escape from Mersa Matruh, ville, N.S.; and Shirley Norford, Sarnia.

Two of the originals, Cpl. Myra Fairweather, Saskatoon, and LAW Anne Starr, Edmonton, were unable to attend due to illness.

WHAT'LL SHE BE WHEN SHE'S 80?

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With her to-day are a great new team . . . June Allyson, delicious discovery of "Two Girls and A Sailor" (an actress as well as a blonde), Jimmy Durante, in devastating form, José Iturbi and Marsha Hunt.



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Large advertisement for 'Belle of the Yukon' featuring Dinah Shore, Gypsy Rose Lee, Randolph Scott, Bob Burns, and Charles Winninger. Includes showtimes and production credits.

Advertisement for 'Can't Help Singing' at Leicester Square Theatre, featuring Deanna Durbin, Robert Paige, and Akim Tamiroff. Music by Jerome Kern.

Advertisement for 'The Fighting Lady' at Odeon Leicester Square, featuring Lieutenant Robert Taylor and 'The Fighting Lady' cast.

Entertainment Guide listing theatres and cinemas with showtimes and titles. Includes Leicester Sq. Theatre, Hippodrome, Palladium, Strand, Whitehall, Windmill, Dominion, Empire, Gaumont, and Tivoli.