



## GROUP STRIKES RAIL CENTRES

### CREWS BOMB LEIPZIG IN LONG DAYLIGHT ATTACK

Heavies Carry Out Twin Assaults On Two Suburbs Now Key Points For Enemy's Military Transport

#### NUREMBERG, SOUTHERN CITIES HIT

Twin attacks by Canadian Bomber Group Lancasters and Halifaxes on two marshalling yards of the historic central German city of Leipzig a week ago Tuesday were described as "exceptionally successful" in early estimates of the result. Canadians flying in RAF Halifaxes were in the force which attacked the railway yards at Nuremberg Thursday. Heavy bombers from Group attacked marshalling yards at Schwandorf in South Germany Monday night.

#### Canadian Effort

The joint bombing of Leipzig was an all-Canadian effort, one of the longest daylight operational flights conducted by the group. The Lancasters struck at Englesdorf and the Halifaxes at Mochau, suburbs of the city which has become a key point for military transportation in the heart of the Reich.

After the Canadian raid, a column of smoke towering above the railway yards could be seen for over 100 miles. Returning fliers reported that visibility was extremely good during the attack and that bombing was very accurate.

Leipzig had a population of 720,000 before the war and was highly industrialised. Famous as a publishing centre, for its trade fair and as the location of the supreme courts of law of Germany, its importance has been magnified by the railway lines that radiate from the city in all directions.

Some flak was evident during the attack and a few enemy fighters were sighted. P/O W. D. Blue, Ghost squadron airgunner, Sudbury, Ont., saw a lone Luftwaffe fighter. "It was a jet job well behind our aircraft. As I watched him, three Mustangs closed in and then I lost sight of all of them," he said.

On their way to the target, the Canadian bombers passed an impressive armada of U.S. Army Air Force Fortresses and Liberators returning from an earlier raid. W/O J. Lamongne, Montreal wireless air gunner with the Alouettes, declared he had seen at least 800 American planes coming out of Germany.

W/C V. F. Ganderton, DFC, Wainwright, Alta., OC of the Lion squadron and F/L E. B. Stewart, DFM, a Lion pilot from Camrose, Alta., both completed the final trip of their second tour.

In describing the attack on the Nuremberg rail yards, W/O W. E. Monan, Regina bomber-aimer, said "There were a lot of railway trucks going sky high before we left the target."

### Typhoon Pilot Returns to Base With Three Germans

Germany.—After hiding for six weeks beneath the noses of German troops in Northern Holland, F/O John Flintoft, Westmount, Que., has returned to this forward Typhoon fighter-bomber airfield along with three German prisoners he and an American flier had captured.

He crash-landed his aircraft after it was hit by enemy anti-aircraft fire during an attack on German rail lines near Hengelo on February 21.

He brought word of the release by advancing British troops of another member of the wing, F/L Joseph Cote, Quebec City, who had spent 10 weeks in the same vicinity unknown to Flintoft. The two met when a truck stopped at the Dutch farmer's home where Flintoft had spent the last three weeks of his hiding, to pick him up along with the German prisoners.

Just before he left the area to return to his airfield, Flintoft heard that the complete crew of a Lancaster had walked into Hengelo, and other individual fliers were appearing from scattered Dutch homes. Flintoft is a member of the

### TAF PAIR FIND RIGHT ANSWER

Fliers Spot Set-Up In Marshalling Yard

The answer to a TAF pilot's prayer, a marshalling yard packed with German goods wagons, came up recently for F/O Al Nicol, Vancouver, of the City of Edmonton squadron. It was the 12th trip for Nicol and his navigator, F/O John A. Wicken, RAF, and their score at the finish of the spurge showed 15 wagons and one locomotive destroyed; two storage sheds and a factory damaged.

Nicol and Wicken were on patrol near Minden when they saw the locomotive and they promptly strafed it with cannon. Many hits were scored and it spouted volumes of steam and smoke. Swinging around they made a second attack with bombs and the near-misses started fires and explosions in nearby railway sheds.

The following night Nicol and Wicken bagged seven more transports, four of them destroyed.

### ARMED TRAWLERS GET HAMMERING

A brilliant white flash followed by a fire that could be seen five miles away followed the bombing of three stationary armed enemy trawlers recently by F/O H. D. MacDermid, Martintown, Ont., navigator and bomb-aimer of an RAF Coastal Command Wellington.

The trawlers were found off Texel Island and the Wellington, skippered by its RAF pilot, made its attack through flak.

City of Ottawa squadron and F/L Cote was flight commander in the City of Westmount squadron.

An American airman who had remained in hiding for four months nearby and had learned to speak fluent Dutch during that time assisted Flintoft in taking the German prisoners. They heard from their hosts that two enemy soldiers had given themselves up to a neighboring farmer in the face of the British advance.

They went over to get them, and while escorting them into the woods a German officer ran into them. "He was surprised, and by the time he had overcome his amazement we had him covered and took him along," related Flintoft.

### DAM BUSTERS BUY



Six Canadian members of the RAF "Dam Busters" force, who have between them made more than 275 operational flights over the most fiercely defended enemy targets, put their names on the dotted line in the Eighth Victory Loan campaign. Perched on a 12,000 pound bomb, similar to that with which they sank the "Tirpitz," they fill out the purchase forms. The six bond buyers are, from left to right: F/L G. W. Lancey, DFC, Toronto; F/L G. R. Price, DFM, Montreal, who is taking orders for bonds; F/O D. H. MacLennan, Charlottetown; F/L F. L. English, Pictou, N.S.; F/L C. H. Hill, DFC, Toronto, and F/O S. K. Jennison, Windsor.

(Official RCAF Photograph)

### Thunderbird Squadron Crew Flies Unit's 3000th Attack Against Foe

Fliers Drop 12,000 Tons on Enemy Targets in Three Years' Operations

When F/L D. G. Hamilton, Vancouver, brought his Halifax bomber "A for Abel" to earth following the night raid of April 4 on the oil refinery at Harburg, it marked completion of the 3,000 attack by a Canadian Thunderbird squadron aircraft against a primary German target.

One of the original RCAF Bomber Group members, the Thunderbirds have dropped approximately 12,000 tons of bombs on enemy targets in the little more than three years they have been operating, a period which saw them first taste battle in Wellington aircraft, then Lancasters and now Halifaxes.

Commanded at present by W/C C. M. Black, McAdam, N.B., the squadron was formed under W/C S. S. Blanchard, Regina, in the fall of 1942 in sympathy with the Allies' mounting bomber offensive, and was equipped with Wellingtons, fourteen of which took off on the Birds' first operational trip, January 14, 1943, an attack on the U-boat base at Lorient. In ensuing months the squadron contributed to every major blow launched on U-boat bases, as well as industrial targets in the Ruhr.

Following an enviable record with Wellingtons, the Thunderbirds, officially adopted by the 129 RCAF Ladies' Auxiliary of Regina, converted to Lancasters from June to August, 1943, being the first Canadian squadron to be equipped with the new British bomber.

And under the leadership of G/C (then Wing Commander) Bill Swetman, DSO, DFC, Kapuskasing, Ont., they hammered every major target in Germany, training bomb-sights on Berlin 18 times.

Conversion again caught up with the squadron in May, 1944, when it transferred to Halifaxes, and was ready for the vital D-Day commitments and equally important subsequent mass raids on Caen and beyond that Normandy city through the Falaise Gap.

In more recent months, the Thunderbirds have been helping to smash Hitler's Ruhr industrial belt, and smashing at rail and oil targets deeper into the Reich, some missions taking them as far in as Leipzig.

### NIGHT PROWLERS NET SIX HUNS

Three enemy aircraft were destroyed early last week south of Berlin by Mosquitos of the RCAF Lynx squadron. It brought the squadron's total to six destroyed during three successive nights.

F/L P. Etienne, Montreal, and his navigator, F/L William Boak, Regina, destroyed two of the night's victims—an He111 and a Ju88. The kills brought Etienne's total score to four destroyed, while Boak claims five since he has flown with another pilot who had one kill.

The third aircraft destroyed during the night—an unidentified twin-engine machine—fell to F/O Donald McConnell, Sault Ste. Marie, and his navigator, F/L Mike Kazakoff, Wadena, Sask., bringing both men's score to three destroyed, one probable and two damaged.

### Flier Gets Good Look at England

"Once flying over Oxford at 35,000 feet in a Spitfire on an extremely clear day, I could see the whole of England below me stretched out like a map," stated F/O James McLaughlin, DFC, Colborne, Ont.

Now homeward bound, he completed a tour of operations with an RAF photographic reconnaissance squadron. "It was a great sight to see England below from the north down to the narrow part in the south, as well as both coasts," said McLaughlin.

### INTRUDER DUO ADDS TO KILLS

The RCAF Lynx squadron night intruder pair of F/L Donald MacFadyen, Toronto, and F/L Vernal Shall, New Westminster, B.C., destroyed two Ju88s in combat near an airfield at Lubeck, north-west Germany, recently.

This brought the Mosquito pilot's total to seven enemy aircraft shot down, plus five destroyed on the ground, three probables and 16 damaged. F/L Shall, navigator, has been with his skipper for most of these scores.

They were patrolling near the airfield when they caught the first Ju88 flying at 1,000 feet. Cannon fire sent it blazing to earth. Shortly afterward they attacked the second. After the first burst it was seen flaming on the underside. Another burst caused the enemy plane to explode in the air and disintegrate.

During the week-end another Lynx pilot, F/L D. A. Gillis, Saint John, N.B., with his navigator, F/L Norman Hamer, Montreal, destroyed a Heinkel 111 troop-carrying transport south of Berlin. The Heinkel blew up under the shattering fire of Gillis' guns and pieces of debris hit the Mosquito's port engine and set it alight. Gillis extinguished the fire, feathering his engine and flew back on his remaining motor.

### 300th Canadian-made Lanc In UK, Soon Ready for Ops

The 300th Canadian-built Lancaster bomber has just been flown to the UK by RAF Transport Command. After rapid modifications are completed it will immediately go into action against the enemy.

Like its predecessors, it was built by the Victory Aircraft Canadian Crown Co. at Malton, Ont.

The aircraft was christened "Malton Mike" by—and in honour of—Air Vice Marshal C. M. McEwen, CB, MC, DFC and Bar, AOC of the Canadian Bomber Group, popularly known as "Black Mike," and who was on brief leave in Canada at the

### MANY FLIERS DECORATED IN NEWEST LIST

173 Canadians Given Awards Gazette Says

Heading the list of 173 decorations to Canadian fliers announced in the latest London Gazette awards is the immediate Bar to the DFC to F/L Francis John Rush, DFC, Spiritwood, Sask. Other immediate awards include five DFCs, and two DFMs. Non-immediate awards total 148 DFCs, nine Bars to the DFC and six DFMs.

Those receiving immediate DFCs are F/L Joseph Frank Thomas, Vancouver; F/L Joseph Leandre Marie Louis Fernand Rancourt, St. Victor de Beauce, Que.; F/L William David Corbett, Edwanda, Alta.; F/O Frank Dennis Baxter, Winnipeg; F/L Robert Joseph Garvin, Estevan, Sask. Immediate DFMs are awarded F/S (now P/O) Bernard Lloyd McKinnon, St. Catharines, Ont., and W/O William Joseph Dempster, Toronto.

Non-immediate Bars to the DFC are received by F/L Jesse Edwin Cox, Kingston, Ont.; F/L James Robert Laws, Barria, Ont.; F/L William Jacob Lewis Weicker, Kitchener, Ont.; F/L Thomas Kenneth Edwards, Darborn, Mich.; F/L Peter Heaton, Vancouver; F/L Thomas Wilfred Kettlewell, Prince Albert, Sask.; F/L Alfred Borden Secord Lyndon, Brookbridge, Ont.; F/L Gordon William Webb, Hamilton, and F/O Walter Gordon Forsberg.

Non-immediate DFMs are won by F/S (now P/O) George Cecil Bragg, Sombra, Ont.; F/S Neil Donald Dixon, Port Carling, Ont.; F/S Richard William Edmondson, Edmonton, Alta.; F/S Harold Irwin Scott, Beatty, Sask.; F/S (now P/O) Robert Gunn Christie, Kanagan Falls, B.C., and F/S (now P/O) James Kanelakos, Smith Falls, Ont. Names of those receiving non-immediate DFCs are given on Page 4.

### Canadians Attend Memorial Service

Wing Pays Tribute To Late President

Germany.—A Roosevelt memorial service was held Monday in the airman's mess at a Canadian fighter-bomber wing.

S/L Handley Perkins, St. Thomas, Ont., chaplain, described the late president as "a good neighbor, known so well to Canadians that they felt themselves included when he began his radio addresses with 'My Friends.'"

An American, S/L Robert Coffey, DFC, Green View, Ill., officer commanding the City of Ottawa squadron, read the scripture lesson.

time the machine was ready for its transatlantic flight.

The RAF Transport crew who delivered it was composed of two Englishmen, two Scotsmen and a New Zealander. The flight from Newfoundland took 8 hours and 25 minutes, and was described by the crew as being just a normal delivery flight.

WINGS ABROAD

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Victory Loan

These are the days of great "heaves." The Allies are "heaving" their way to Berlin and Tokyo as they never did before. Allied aircraft by the thousands are "heaving" gigantic loads of bombs upon the enemy. And, judging by the results thus far in the Eighth Canadian Victory Loan campaign, the Royal Canadian Air Force Overseas is putting its powerful shoulder to the wheel to "heave" another loan over the top.

Once again it is easy to see that most Canadians realise how much their future depends upon wise investments, against the trying post-war days of re-adjustment to civilian life.

And what wise investment than a Canadian victory bond? It's airtight; it's sound; it provides an income from interest; it's negotiable at any time; it's grand security for a cash loan; it may spell the difference between having and not having that house, or car, or "frig.," or providing an education for your child after the war. On top of all this, it is of vital importance to your country, and to the successful prosecution of its war effort.

The RCAF Overseas has been asked to raise \$4,000,000 as its share of the \$1,500,000,000 objective of the present loan. It has been done before, and, if we get behind this loan with everything we've got we should go well above and beyond that total by April 26.

As much as possible of Canada's war costs is being raised in Canada by taxation. At a certain point it becomes impracticable to tax the nation further, and that's where the victory loans come in. Perhaps you don't know that some six billion dollars yearly are required to run Canada and pay our share of this war. Taxation provides approximately 50 per cent. of this vast sum. Victory loans must provide the rest!

Canadians subscribe to Victory Loans because they know that by helping the Government in its time of need they are helping themselves. They are not giving anything away. They are simply lending their money to the most worthwhile cause on earth for the time being.

Here is a wise thought for men and women in the RCAF overseas.

Many of you have been abroad a long time. There was at first when you went overseas a natural desire to spend money, to see the sights, to travel, to buy souvenirs and mementoes to take home some day. But for many of you the novelty of being overseas has now worn off; you have travelled, have seen the sights, and settled down to a less hectic way of living. Therefore there isn't as much call on your finances as there was. So why not invest this time in victory bonds? Why not buy more bonds than you bought last time? Why not "bank" your money with the Government?

NAAFI- AT YOUR SERVICE

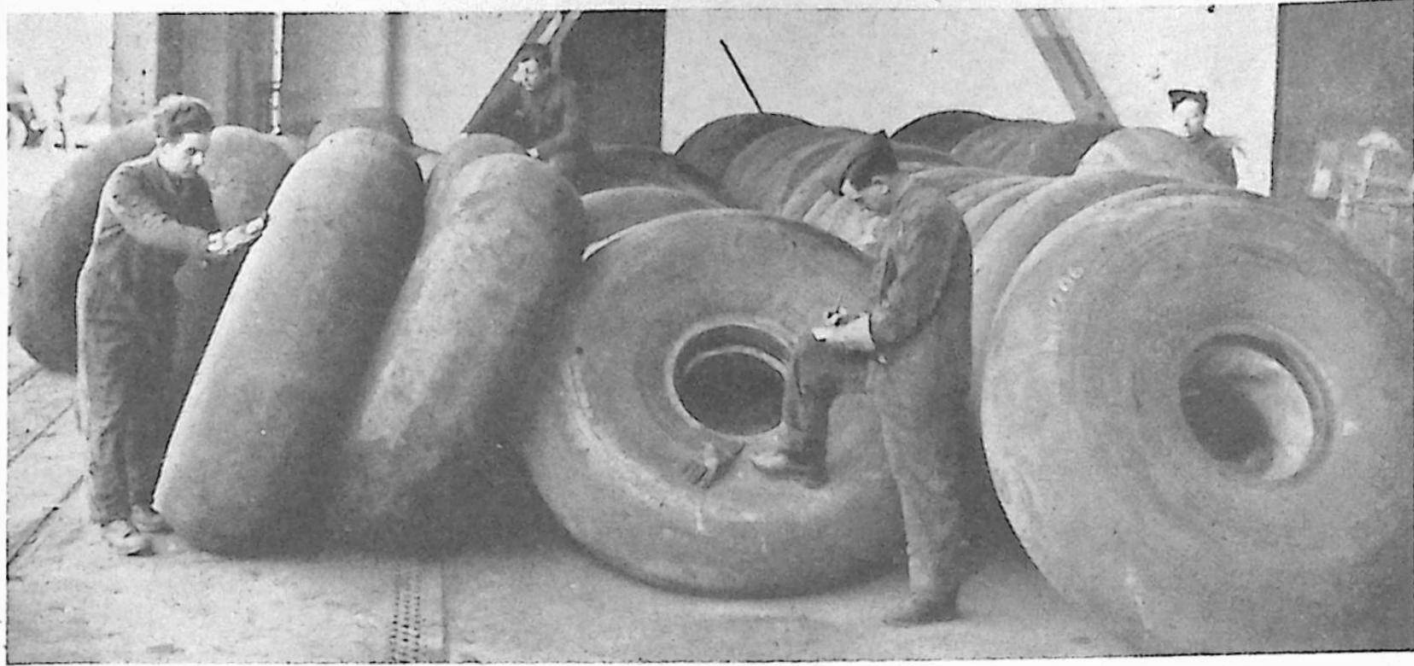
Here are but a few of the many ways in which Naafi serves the RCAF. . . .

- 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.
NAAFI clubs in Britain and overseas offer many amenities for Canadian Forces.
NAAFI mobile canteens serve remote or scattered units.

NAVY, ARMY AND AIR FORCE INSTITUTES

Ruxley Towers, Claygate, Esher, Surrey

GOLF BALLS IN DISGUISE



There are plenty of golf balls and a few sets of tires for the family bus tied up in this pile of Halifax tires. Lads checking the mountain of rubber are: LAC L. J. Wright, Winnipeg; LAC H. G. Dulmage, Picton, Ont.; Cpl. Jim Denniston, Ottawa; LAC S. Dolhagaray, St. Albert, Alta.

Weddings

MACDONALD-MOORE

The wedding of F/O Alistair MacDonald, son of Mr. and Mrs. F. MacDonald, Winnipeg, and LAW Hazel Moore, daughter of Mr. and Mrs. W. B. Moore, Winnipeg, took place Saturday afternoon at St. Saviour's Church, London.

The reception was held at the Canadian Air Officers' Club, 10, Cadogan Gardens, Sloane Square, London.

Inspiration

Burma.—F/O W. F. Waddington, Vancouver, B.C., pilot, is very happy about an inspiration that came to his English flight engineer after flak from Jap guns cut the lines of the hydraulic system in their Liberator.

The engineer, F/S Roy Hindson, Romford, Essex, tore off two sections of rubber tubing from his oxygen mask and clipped them over the broken hydraulic tubes, retaining enough fluid for manipulation of the flaps and undercarriage. Waddington was able to make a safe landing at base.

In Canada the RCAF's showing overseas in previous loans have created a tremendous impression.

Many a man and woman will base their bond purchases on what we buy abroad. They will say: "If our boys fighting the Hun and the Jap face to face on the war fronts of the world can set aside money from their hard-earned service pay to help their country financially as well, then surely we can match and even exceed their efforts!"

While we must fight for our future, we should also invest in it. Our future and more than that, the future of Canada, is in our hands to-day. Let us see to it that we do not impair it for the sake of a little extra sacrifice, a little good-business judgment.

Elaborate Welcome Ready For Returning RCAF POWs

F-day, F for Freedom, is coming closer for the 2,500 Canadian airmen who are German prisoners of war, and the RCAF has arranged an elaborate welcome for their return to Britain, a sample of the reception they will get when they hit Canada.

Plans long-laid and kept abreast of all developments are being put into action by RCAF Overseas Headquarters. The repatriation process is a greatly speeded-up and streamlined affair judged by First Great War standards, and the time required to put a man down on his own doorstep from the moment of his liberation will be incomparably shorter.

Double food rations while on recuperation leave in England, a completely fresh issue of clothing, plenty of sparkling entertainment, and quarters in comfortable, modern hotels at Bournemouth on England's sunny, southern seacoast, are all part of the campaign which RCAF Overseas Headquarters is mounting against the effects of imprisonment among the Nazis.

An attempt has been made to anticipate every conceivable need or request of the men—all the way from letting the folks back home know that he is safe in Britain to making arrangements for getting his socks darned.

In approximate detail, the following is the way the ex-prisoners of war will be launched on that one-way passage to Canada that they've been dreaming about for longer than they care to recall.

After being released from the prison camps, the men will first come under the control and authority of the British Army, aided by RCAF officers specially trained and sent to Europe to facilitate evacuation of Canadian airmen POWs. They will be given a quick but searching examination by Army doctors on the Continent, checking for cases requiring immediate hospitalisation or suffering from communicable diseases; Once Okayed, they will then be routed right through to Britain by sea or by air, whichever is available.

In Britain, the men will be turned over by the British Army to the RCAF, will be met by RCAF personnel with ample stocks of cigarettes, candy, chewing gum, enough to last them till they reach the RCAF Reception Centre in Southern England to which they are destined. There, welfare officers will issue special Red Cross parcels—there are over 3,000 on hand—and provide the ex-POWs with a piping hot meal.

At this point the processing really gets under way. First, the men get fresh identification cards. Then they go to Equipment Stores, where they are issued with fresh clothing and any other necessary items of kits. With a good meal under their belts and clean clothes to boost their spirits, the men will go and have a chat with the Intelligence Officers, giving them all the latest "gen" on camp conditions in Germany.

The Accounts Section is the next "must" call on their list. Here they get an advance on the money owing to them, and iron out any wrinkles in their pay accounts with the officer in charge. Some have money owing to them from the German Government for work done while in prison camp. This is credited and paid to them through special international arrangements. Once out of the Accounts Section, they drop in on the Medical Officer, who gives each man a thorough examination.

All headed for Canada, the men have dozens of questions crowding their minds, and in order to satisfy them as quickly as possible, the ex-POWs are broken up into small groups with an ex-operational member of aircrew, not himself an ex-POW, assigned to each group in the capacity of "group leader." These men have been specially primed to give expert individual performances along the lines of "Information please," handling any and all queries as they come.

LYNX SKIPPER STRIKES FIELD

Mosquito Men Accept German's Invitation

"Come in and land" was the invitation flashed by a Nazi airfield near Prague to an RCAF night intruder Mosquito of the Lynx squadron skippered by S/L Donald Freeman, Calgary, and navigated by F/L Joe Green, Forest Hill Village, Toronto.

The invitation was given apparently when the German airfield controller mistook the Mosquito for one of his own planes. Freeman replied to the invitation by making three low-level strafes across the aerodrome, and saw many machine gun and cannon strikes on Heinkel 177 four-motored bombers dispersed across it.

"When we arrived at the airfield it was dimly lit, and I flew around it two or three times," said Freeman. "The Germans on the ground apparently took this as meaning that I wanted to land and gave signals that it was O.K. I dropped a few flares to in low and shot up the hangars and buildings and a number of He177s. There was no flak from the airfield which was apparently caught on the hop, but there was a little from a nearby town."

JAP NOT ABLE TO INTERRUPT PARTY

Burma.—It takes more than a Jap raid to terminate a squadron anniversary party, as the recent experience of P/O John Selski, Hanna, Alta., will bear out.

At the height of the party the Jap chose to make a surprise night attack on the nearby landing strip. The pounding of anti-aircraft fire was heard above the din of the festivities, but the party went on.

"Only the Group Captain and the Adjutant left. They were called out to locate a downed pilot, who had safely baled out. He was found and they returned to the party, but the Jap didn't," said Selski.

CASUALTIES

KILLED IN ACTION. F/S J. JUDGES, Toronto; F/S W. W. LANKIN, Toronto; P/O H. P. LENOURY, Hamilton; P/O G. G. McLEAN, Hamilton; F/S A. G. BAKER, Moose Jaw, Sask.; P/O E. E. COOPER, Vancouver.

WOUNDED OR INJURED IN ACTION. F/S G. W. MURRAY, Maple, Ont.; P/O J. O. HAE, York County, N.B.

MISSING, BELIEVED KILLED IN ACTION. P/O D. L. C. McCULLOUGH, Red Deer, Alta.; Sgt. KROKE, Unity, Sask.; P/O R. E. VANDETTE, Hearst, Ont.

MISSING. W/O R. M. ALMAS, Ancaster, Ont.; P/O G. R. CHEESMAN, Forget, Sask.; P/O L. T. GRAHAM, Sarnia, Ont.; W/O E. M. HANSEN, Atna, Alta.; P/O B. E. HYNDMAN, Quebec City, Que.; P/O J. H. JOHNSTON, Toronto; P/S J. L. KEOWN, Fairfax, Man.; W/O R. E. LEE, Caledonia, Ont.; P/O R. N. McCAHERN, Edmonton, Alta.; P/S D. L. MARCELLUS, Chester, Ont.; P/O S. G. E. SMITH, Regina, Ont.; P/O C. M. WERT, Maidstone, Sask.; P/O K. C. CHRISTIAN, Vancouver; P/S G. P. COUGHLIN, Port Arthur, Ont.; Sgt. J. M. DE MACEDO, Vancouver; P/O H. W. JOHNSON, Fort Erie, Ont.; P/O T. KOWALCHUK, Wainwright, Alta.; W/O D. H. LAVALLEY, Ottawa; P/O B. W. PECHET, Fort Frances, Ont.; P/S V. E. PROUSE, Claremont, Ont.; P/O J. REID, Montreal; P/L A. J. SHEWELT, Nepean, Man.; P/O M. F. SMITH, P/S E. VIRAG, Vancouver; P/O G. R. BULLIION, Baldur, Man.; P/O G. K. DEAKIN, Vancouver; P/L C. A. LAMBERT, Lachine, Que.; P/O E. B. ROSS, Toronto.

KILLED ON ACTIVE SERVICE. S/L J. G. BROWN, Lindhurst, Ont.; P/O F. C. BULL, Bruford, Ont.; Sgt. A. A. CAMERON, Ottawa; P/O B. E. CROSS, Orillia, Ont.; P/S B. KNOWLES, Bruford, Ont.; P/O S. E. LEPPERT, Minto, Man.; Sgt. J. L. RHEAUME, Fire River, Ont.; P/O D. M. ROY, Montreal; Sgt. G. L. WARTHE, St. Boniface, Man.; P/L H. FLYNN, Guntton, Man.; S/L R. M. MACE, Swift Current, Sask.

DIED ON ACTIVE SERVICE. P/O R. L. ELLIOTT, Corunna, Ont.; P/O P. ONYSKO.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED IN ACTION. F/S C. R. BYERS, Weston, Ont.; P/S G. J. DALE, Berlin, New Hampshire, Can.; W. J. GEROW, Toronto; P/O J. A. HORSFALL, Jasper, Alta.; W/O P. G. JOLLIFFE, Toronto; P/O S. W. MATTHEWS, Winnipeg; P/O D. E. STIVER, Urmah, Ont.; Sgt. E. P. UREN, Sioux Lookout, Ont.; P/O G. R. M. WARREN, Ottawa; P/S J. S. BALDWIN, Windsor, Ont.; P/O W. R. K. BOLES, London, Ont.; Sgt. W. A. GARN, Penetang, Ont.; P/O A. E. CLARKE, North Bay, Ont.; Sgt. P. D. CLEAL, B.C.; W/O N. W. CROSSLEY, Edmonton, Alta.; W/O N. S. DAVIDSON, Peterborough, Ont.; P/O J. L. DISSING, London, Ont.; P/O G. E. DONOHUE, Montreal; P/O E. DRAMNITZ, Windsor, Ont.; P/L R. F. T. E. DUBROY, Ottawa; P/S W. R. FARRELL, Toronto; P/O M. GENIS, Ottawa; P/O A. GLOVER, Toronto; P/O M. GRIEVE, Shovel Lake, Man.; P/O W. S. JOHNSON, Toronto; P/O W. A. JOHNSON, Renfrew, Ont.; P/O R. S. FORD, Swanton, Ont.; P/O F. G. LANG, Port Arthur; P/S D. W. MILLIKEN; P/L J. F. MUNRO, DFC, Fitzroy Harbor, Ont.; P/O J. M. STUART, New York, USA; P/S R. PETTIT, Edmonton, Ont.; P/O L. PLISHKA, Myrnan, Alta.; P/S A. B. RABBOURNE, Owen Sound, Ont.; P/O H. S. STUBBS, Kingsville, Ont.; P/O J. R. A. RUTHVEN, Chatham, Ont.; P/O B. W. SAWYER, Windsor, Ont.; W/O S. G. STEPHENSON, Wright, Que.; P/O R. C. STRICKLAND, Kirkland Lake, Ont.; P/O W. H. TIMMINS, Montreal; P/S S. R. TURNER, Leithbridge, Alta.; P/O D. N. WAITE, Vancouver; P/S A. R. WILLIAMS, Winnipeg; Sgt. M. L. WIPER, Leamington, Ont.; P/O F. W. WINTER, Toronto.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE. P/L E. H. MURPHY, One Hill, Ont.; Sgt. J. J. M. BIRD, Dorchester, Que.; P/L J. M. BRODIE, St. John, N.B.; S/L L. H. CAMERON, Pakenham, Ont.; P/O J. M. CHURCH, Bathurst, N.B.; P/O K. G. CUMMINGS, Ottawa, Ont.; P/L H. M. HUDSON, Tampa, Florida; P/O T. J. JACKSON, Vancouver; P/O D. C. MacDOUGALL, Dundas, Ont.; W/O H. R. McKay, Winnipeg; P/O W. F. RUSSELL, Merritt, Sask.; P/O W. G. TILLMANN, Leaside, Ont.; P/O W. UYEN, London, Ont.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, NOW PRESUMED KILLED ON ACTIVE SERVICE. F/L H. K. McAVITY, St. John, N.B.

WOUNDED OR INJURED ON ACTIVE SERVICE. W/O W. J. MORISON, Holstein, Ont.; P/O T. D. WARDLAW, Inlington, Ont.

PREVIOUSLY REPORTED MISSING, NOW REPORTED PRISONER OF WAR. P/O L. M. MERKLEY, P/O J. B. MORISON, Hamilton, Ont.; P/L J. STOKY, Ituna, Sask.

RECCE RETURNS

Overseas for three years piloting fast-flying photographic reconnaissance aircraft over bombed targets, F/O Vernon Gorrill, DFC, is off home to Creston, B.C.



Not only a very efficient tooth paste, but an extra large tube of it. (Well, maybe, not QUITE as big as the proportions of our illustrations would suggest!). Nevertheless, it is a 'larger-than-usual' size. Without harmful abrasive action, Perox Tooth Paste removes film and stains, leaving the teeth white and the mouth refreshed.

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# MERCHANTMAN HIT BY HALLY

Coastal Crew Scores In Skaggerak Attacks

Two direct bomb hits were made on a German merchantman, travelling at 15 knots, by a Halifax of RAF Coastal Command skippered by F/L F. J. Mair, Crossfield, Alta., recently when Halifaxes and Liberators made attacks on enemy shipping in the Skaggerak and left six merchant vessels either burning or smoking.

The crew of Mair's aircraft saw two columns of smoke mushroom up to 500 feet after the bombs exploded on the starboard bow and the port quarter of the vessel.

A pillar of white smoke was seen coming from another merchantman after an attack by a Halifax captained by P/O J. D. McDonald, Toeswater, Ont., and a Liberator captained by an RAF pilot.

# GUNNER HITS HUN, REPORTS FLAMES

Mates Put Out Fire, Break Turret Open

After damaging a Me109, Sgt. J. E. Haynes, Moose Jaw, Sask., rear-gunner in a RAF Lancaster, who was trapped in his turret, warned the crew that the aircraft was on fire. After he had been extricated and the fire put out, he took the place of the mid-upper gunner who had been wounded.

The aircraft was running up to bomb Hanau when Sgt. Haynes saw the yellow flashes of cannon fire. The Lancaster vibrated as shells from a Me109 hit the mid-upper turret and the rear of the fuselage.

Sgt. Haynes returned the fire, and after a five-second burst the enemy went spinning down in flames. The Lancaster's rear turret was now unserviceable, but although he was trapped Sgt. Haynes warned the rest of the crew that their machine was ablaze.

The wireless operator went along the fuselage to see if he could put out the flames, but the fumes were too much for him. The flight engineer joined him, and between them they put out the flames and then they away a door in the rear turret so that the gunner could get out. Sgt. Haynes then went up to the mid-upper turret and stayed there until the Lancaster was safely home.

# Unusual Cheque Purchases Bond

As the result of a cheque written on the back of a cigaret package, F/L Real St. Amour, Ottawa, Alouette squadron adjutant, has added \$1,000 worth of bonds to the unit's 8th Victory Loan total.

The Winco had used up all his savings in Britain and had signed up for a good amount on the "deduction from pay scheme" in bond purchases when F/L Amour heard that his prospect had money saved up in a Canadian bank.

Without wasting time to find a proper cheque he produced the cigaret pack, tore off the back, wrote out a pro-forma cheque on the white cover and had it signed before the bewildered Winco could change his mind.

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Air Marshal G. O. Johnson, CB, MC, AOC-in-C, RCAF Overseas, was among the first to buy a bond when the RCAF Overseas Eighth Victory Loan campaign got under way ten days ago. The salesman is S/L S. G. LeFeuvre, Ottawa. (Official RCAF Photograph.)

# CITY OF WINDSOR SPITFIRES SUPPORT 8TH ARMY DRIVE

Fliers in Dawn to Dusk Effort in Italy As Ground Forces Open Latest Offensive

Italy.—The RCAF's City of Windsor Squadron of Spitfire fighter-bombers has been flying a daily dawn to dusk effort in support of the Eighth Army's latest push.

On one typical day, they bombed gun pits, staked strong points in the path of the ground troops, blasted a pontoon bridge and destroyed enemy transport. Sorties started at 0640 hours when a formation led by F/L R. W. Nickerson, Moncton, N.B., took off to bomb pits and a railroad crossing north of the Sarnano River.

Another formation was on its way 25 minutes later to blast a strong point in a fortified house. They were led by F/L J. A. Bryan, Monterrey, Mexico, and together they thoroughly strafed the slit trenches around it before they returned to base.

At almost the same time another formation had bombed and destroyed one section of an enemy pontoon bridge across the Po River.

Two hours later the CO, S/L David Goldberg, DFC, Hamilton, Ont., led a successful bombing operation against a fortified house. The procession continued with F/L Nickerson again leading a formation, this time to bomb a railroad crossing, which received a direct hit with a 500-pound bomb dropped by F/O G. H. Slack, Westboro, Ont. Two enemy three-ton trucks were also observed and left in flames after strafing.

Two new pilots from Windsor, Ont., have undergone their baptism of fire in the current push. They are F/O J. D. Lench and F/O C. H. Urie.

# PILOT FINDS LIFE EXCITING ON DECK

Ground Job Proves Anything But Dull

Script-writing for dramatic war pictures might easily be F/L J. R. Nadeau's job when he arrives back in Canada shortly. This Smiths Falls, Ont., airman can reflect on enough personal experiences to supply him with color material.

He won his pilot's wings in Canada, but MOs pronounced him unfit for flying. His only alternative was a ground job which at first glance promised little excitement.

But in three years overseas he found himself leading guerrilla bands against the Germans on an Italian island, holding a dramatic night rendezvous with a famous paratrooper, and swimming in the Mediterranean across to Turkey in a hair-raising escape from the enemy who had captured the island.

# RCAF CHAPLAIN WILL TAKE COLLEGE POST

S/L J. K. Sansbury, Protestant chaplain with the Canadian bomber station commanded by G/C W. P. Pleasance, DFC and Bar, Calgary, is expected to leave shortly to assume his recent appointment as Dean of Lincoln Theological College in Lincolnshire.

# FORMER TYPHOON CO HEADING HOME

Former Commander of the City of Montreal squadron of Typhoon fighter-bombers, S/L Ross F. Reid, DFC, is on his way home to Toronto.

After a year flying Kittyhawks in the Aleutians against the Japs, Reid came overseas in November, 1943, with the first fully Canadian trained fighter squadron.

D-Day his squadron moved on to advanced airfields in France, moving up to Belgium and Holland. The squadron specialised in low-level attacks on German armor and transport, and important bridges and rail lines.

He took part in the fighter-bomber attack which breached the Dortmund-Ems Canal.



For many months in flying command of an RCAF fighter wing and top-scoring pilot in the European theatre of war, G/C Johnny Johnson, DSO with two bars, DFC and bar, RAF, has been promoted to that rank and posted to other duties. His long association with the RCAF and with Canadians has been terminated through the exigencies of the service. It was at his own request that G/C Johnson flew with the RCAF personnel for a great part of his brilliant service career. (Official RCAF Photograph.)

# Loan Report

At the close of the sixth day of business in the Eighth Victory Loan campaign for the RCAF Overseas more than three-quarters of the \$1,000,000 objective was already in the till. Reported sales: \$3,028,400.

More than half of the RCAF total has been raised by Bomber Group where sales total \$1,610,000, well past the \$1,518,650 Group take for the entire Seventh Loan.

Personnel Reception centre is \$75,000 over its quota with \$375,000 subscribed. At Overseas HQ \$104,500 of their \$185,000 target has been raised. Sales to transient personnel passing through the London Reception Centre, Knightsbridge, total \$25,050.

# Airmen Present Sanctuary Chair

Station Remembers War Dead With Gift

As a memorial to all those who have sacrificed their lives, as well as a symbol of the station's appreciation for the use of the church by all ranks throughout this war, a sanctuary chair, provided through funds raised by RCAF personnel at the station commanded by G/C H. H. C. Rutledge, Ottawa, Ont., and formerly of Winnipeg, was dedicated by the Bishop of Whiteby the Right Reverend H. E. Hubbard, DSO, MC, MA, Rounton Rectory, Northallerton, Yorks., at the local parish church of St. John's, recently.

Attending the ceremony besides the station commander were Air Commodore J. Kerr, AFC, Ottawa, and St. Thomas, Ont., former commanding officer of the station; S/L Philip Janz, Winnipeg, and Southey and Melville, Sask., and S/L J. P. Cooper, Winnipeg, Lutheran, and Protestant chaplains, respectively, attached to the station.

# PILOT COPES WITH DAMAGED BOMBER

When his Stirling bomber was jumped by three Nazi fighters over Mannheim, F/O H. J. O'Connor, Napance, Ont., pilot, had his bomber almost literally shot out from under him.

Raked with cannon shells, and machine-gun bullets, it became a mass of wreckage, with only two of its four engines still operating. O'Connor, then a flight sergeant, earned the DFM for his courage and the calm efficiency with which he handled the bomber in its desperate position.

Under instructions from the gunners, he threw the aircraft into perfect evasive action, helping them to shoot one of the enemy fighters down and damage another.

Though the bomber lost height down to 2,000 feet, O'Connor brought it across the long stretch of enemy territory to a safe landing on a coastal airfield in Britain.

O'Connor was grounded for some time as a result of injuries in that encounter. Later he returned to flying as an instructor at a heavy conversion unit. He has been overseas three and a quarter years.

# DEMON SQUADRON AIRCRAFT BOMBS U-BOAT IN CHANNEL

Canadians Make Low Level Attack At Night Against German Submarine

On night patrol recently, a Demon squadron Wellington, captained by S/L C. W. Taylor, DFC, Winnipeg, attacked a U-boat lurking in the English Channel. Illuminating the submarine with the aid of a powerful searchlight, the bomber attacked with depth charges and scored a perfect straddle.

Taylor's crew included five other Canadians, F/L K. A. Blair, Melfort, Sask., second pilot; F/L K. S. Goodman, Edmonton, navigator; F/O H. A. Cordell, Russell, Ont., F/O H. A. Cohan, Toronto, and F/O C. D. Myers, New Westminster, B.C., all wireless operator air-gunnery.

Travelling through the English Channel and heading for the Allied shipping lanes, the enemy was simultaneously spotted by Taylor and Blair. Blair, leaving the second pilot's seat, switched on the Wellington's searchlight and held the U-boat in its glare while the skipper lost altitude and brought his aircraft in for the attack.

Unopposed by enemy flak, the attack was pressed home, and several depth charges were dropped from a very low level. Cohan, in the rear gun turret, reported seeing them straddle the submarine.

All trace of the enemy craft disappeared immediately after the depth charges exploded and no subsequent evidence of damage was seen by the crew.

# WOLF PILOT ENDS TWO SPIT TOURS

Flier Has 400 Hours Over Battle Fronts

Veteran of two operational tours and credited with 23 Huns destroyed, one probable and one damaged, Wolf squadron pilot F/O George R. Nadon, Timiskaming, Que., is now ready to return home.

The 29-year-old Spit pilot's nearly 400 hours on ops have brought him action over England, Malta, Sicily, France, Belgium and Holland, since his arrival overseas in October, 1941. The real highlight of his second tour came late in June when he knocked down a Messerschmitt 109.

"Eight of our Spits met 15 Huns head on, that day over Lisieux, in Normandy," Nadon recalled. "I was in the CO's section, and he and the leading Hun exchanged bursts as they came at each other. The Hun was the first to break, and as he tried to flick away I got a cannon burst into him."

# COMPLETES TOUR

Having completed a hectic tour which included seven trips over Berlin, F/O Robert Allen, DFC, London, Ont., is returning home. Overseas two years, Allen flew with the RAF as a bomber.

# Hurri Pilot Hits Jackpot On Recce Job in Burma

Armed reconnaissance flights over the Burma jungles are always eventful, but F/O Charles Watt, DFC, Toronto, hit the jackpot during one of his slips.

While flying in army cooperation, Watt ran into two Jap Zeros skimming over the tree-tops in formation. He got in a quick spurt of gunfire, which set one of the Jap planes on fire and it suddenly collided with its accompanying plane.

Both crashed into the heavy jungle growth. Confirmation of the destruction of the two Jap planes came from the army troops for whom the young Canadian airman was doing the reconnaissance work.

F/O Watt now is heading for Canada.

# TWO SPITFIRE PILOTS SAVED

Fliers Rescued From Sea Off Dutch Coast

Two Spitfire pilots have been rescued from the sea within five miles of German-occupied Dutch coast, by the combined efforts of a Warwick aircraft of Coastal Command and a U.S. Catalina. These aircraft, including a Thunderbolt escort, were over the pilots' dinghies for some time within range of enemy shore guns.

Thunderbolts had sighted the men in two small dinghies about two miles apart, one being only three miles off the Dutch coast.

F/L C. J. Radford, Toronto, pilot of the air-sea rescue Warwick, said: "We went straight in and dropped a lifeboat close to the dinghy nearest the shore. We also dropped a large dinghy near the other Spitfire pilot, and then circled the spot for about two hours, without seeing anything of the Germans."

"One pilot got into the lifeboat and we then flew up and down between the lifeboat and the other pilot in the dinghy, and dropped smoke floats to guide a Catalina."

# BISON BOSS TOPS OFF OPS SESSION

Boasting an enviable record with the RCAF, W/C R. L. Bolduc, Port Arthur, Ont., and Dauphin, Man., officer commanding the Bison squadron of the RCAF Bomber Group, recently completed his first tour of operations on Halifax bombers.

With more than 33 sorties behind him on enemy targets such as Chemnitz, Cologne, Kiel, Bochum, Karlsruhe, Osnabruck, Stuttgart, and Worms, the 30-year-old pilot is proud of the fact that during the tour he never had a non-starter, never had to turn back from a target due to engine trouble, and never had an engine "pack-up" on him.

W/C Bolduc gives most of the credit for this unusual performance to his ground crew, while the groundmen in turn return the compliment in stating that the record was achieved through the good handling of the engines by the skipper.

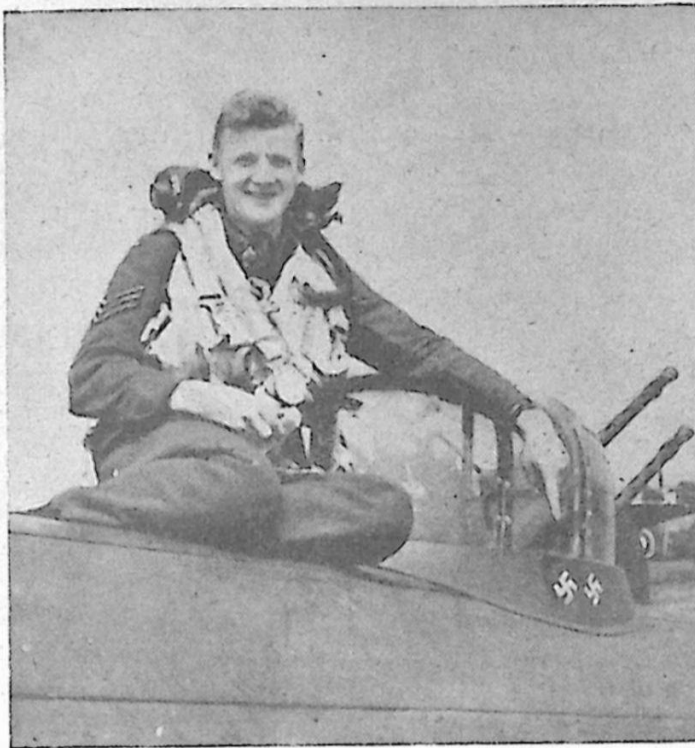
Invest in the Best

# CANADA'S 8th VICTORY LOAN

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## Sharp Shooter Leaves



Four and a-half enemy night fighters went down before the guns of P/O Peter Engbrecht, CGM, Whitewater, Man., mid-upper gunner with a Halifax squadron of Canadian Bomber Group, during his first tour. He is now en route to Canada after passing through the RCAF Repatriation Depot.

The young gunner saw plenty of action on his very first operation. His aircraft was attacked 14 times over enemy territory. The kite got back to base safely after beating off all the attacks. Two of the attackers fell to

Engbrecht's four blazing guns. He reported that in over 40 fighter attacks during the tour, his aircraft was never touched. "We always saw them before they opened fire, and usually we got in the first bursts," he declared.

The CGM is the second highest award Engbrecht could have won while an NCO, second only to the VC. It is equivalent to the officer award of the DSO. He was commissioned from the rank of flight sergeant shortly after his investiture.

### NIGHTFIGHTER CORNER

## Sandlot Laid Out

Apart from a brisk session of basketball, sport has been out of the picture since Normandy days, but with the laying out of a diamond for league ball games by radar basher George Syer it looks as if the old sandlot game's around again.

Hal Whipp is heading the HQ nine. Former Toronto ball player, "Whipper," is a great believer in any form of exercise that promises to clip off a few ounces of adipose tissue. He's developed a nice swing handling the hypodermic on a couple of hundred unfortunate erks during the past few weeks.

Recent newcomers among the air crew include pilots F/O John Skelly, F/O Larry Coldwell, F/O Jack Ritchie, and F/O Donald Neal, and navigators F/O Malcolm Laidlaw, F/O Peter Lim and F/O Stuart McAuley, all of whom checked in from OTU the other day.

Our walking one-man band from R and I, LAC O'Reilly, has left us and we're going to miss him from our nightly hit parades. LAC Mickey Elliott, from the instrument section, left this week, too, and we send them both off wishing them the best of luck.

Several Nighthawks from I and R were enjoying the sights of London while on leave last week, including LACs Harding, Topp and Brady. Brady looked for the world like a conquering hero, bedecked with souvenir badges from the Continent. Harding was also seen in the centre of an admiring throng, trying to explain that the colorful badges were only souvenirs and not gangs.

Cpl. Jimmy Giles is next on the list for a few days in England.

### HAMILTON FLIERS TOGETHER ON OPS

Burma.—In November, 1942, a crowd of new pilots and navigators were assembled in the crew-room of an RAF OTU in Britain awaiting pairing-up of crews. P/O Jimmy Burt, Hamilton, spotted the familiar face of a fellow high school student, Sgt. Jack Russell, who lived a few blocks away from him. They decided then and there to fly together.

As a crew they joined an RAF Beau squadron, and their first experience of operations came in May, 1943. Now their squadron is busily engaged in smashing Japanese communications in central and southern Burma both night and day with the aircraft which the enemy has appropriately named "Whispering Death"—the Beau-fighter.

Last month they made a spectacular attack on a monastery near Minbu which was being used as an enemy supply dump.

Burt now holds the rank of Flight Lieutenant while Russell is a Pilot Officer.

Returning from an attack on a German communication centre, F/L Graham Gordon, Halifax, N.S., ran into difficulties when only one half-hour's time away from the target. One of his engines failed and there still were 150 miles to cover before his Halifax bomber was over friendly French territory. Then his aircraft started to ice up, with a resultant loss of altitude. Ice shot off the propeller blades when he revved his motors to try and climb above the clouds. The pull on the motors was too much for them and they just wouldn't take his kite above the cloud level.

His only alternative was to go down, and when he broke clear of the clouds he knew he was close to the ground. When he spotted the light of an automobile he realised he was a mere 100 feet off the deck. He struggled with the controls and managed to get his aircraft back to a respectable flying height, and then continued on to reach a British base. As the bomber thundered over the automobile the driver put out his lights. He probably thought that the German Air Force was putting in an appearance.

During a tour in a Halifax bomber P/O Tom Largary, pilot, Edmonton, and F/O J. E. Taylor, navigator, Halkirk, Alta., never were bothered by German fighters. On occasions they did see them, but they did not come to grips with the enemy. But it was a different story with flak, Taylor relates. "We got shot up over Julich and had a bunch of holes punched in the starboard mainplane and a couple of others through the mid-upper turret," he says. On another occasion a hunk of flak smashed a whole panel out of the mid-upper turret, Largary reports. "But none of the boys was ever hurt. It really was a quiet tour."

A similar experience is that of F/O Dave House, Moose Jaw, Sask., who has left his calling cards at many German targets. His Halifax never was attacked by fighters, but was shot up by flak on two trips. P/O R. G. Code, rear-gunner, Timmins, Ont., and P/O A. F. Anderson, mid-upper, London, Ont., who served together in a Halifax, are in the same position. During their tour they never fired a shot at a Hun. But flak punched holes through the mainplane and through Anderson's turret during one attack, and at Recklinghausen Anderson's turret was shattered. None of their crew ever was injured.

F/O M. A. Abrams, navigator, and F/O F. J. Brown, air-bomber, both of Toronto, are the only Canadians with one RAF Lancaster crew. They have shared in what has been described as one of the finest bombing successes of the war, the crippling of the enemy's synthetic oil plants, hidden deep in the heart of Germany and Czechoslovakia. Other major targets for them have been Dresden, the Dortmund-Ems canal, and the submarine pens at Horten, Norway. E. E. Moore, Prestville, Alta., recently was screened on completion of a tour in a Halifax, and was commissioned as a Pilot Officer the day he completed his last trip to Germany.

## DECORATIONS

Non-immediate DFCs have been awarded to the following: G/C Eric Martin Mitchell, Ottawa; W/C Richard Leonidas Bolduc, Dauphin, Man.; S/L Thomas Matthew Jones, Stratford, Ont.; S/L Tom Herbert Chapman, Toronto; S/L George Edward Nickerson, Kenora; S/L Clinton Norton Crowe, Peterboro, Ont.; F/L Leo Lloyd Currie, Bridgewater, N.S.; F/L William Thomas Glass, Victoria, B.C.; F/L Gerald Joseph Lavern Jones, Los Angeles, Cal.; S/L John Eugene Marier, Toronto; F/L Charles Stewart Pope, Stratford, Ont.; F/L Douglas Rollen Redmond, Musquodoboit, N.S.; F/L Ivan Paul Stonehocker, Lacombe, Alta.; F/L George Cecil James Vann, Beresford Lake, Man.; F/L Lehman Francis Boyd, Montreal; F/L William Bruce Britton, Eston, Sask.

F/L Lloyd Albert Carley, Saskatoon, Sask.; F/L John William Kaiser, Harris, Sask.; F/L James Patrick Leydon, Estevan, Sask.; F/L Ralph Patrick Madden, Saskatoon, Sask.; F/O Gerhard Henry Sobering, Gretna, Man.; F/O Donald Ivan Thomson, Thessalon, Ont.; F/L Percy Chapman Thompson, Mannville, Alta.; F/L Walter Lundy Turnbull, Regina; F/O Norman Lloyd Austen, Toronto; F/O Francis Henry Biddell, Regina; F/O Irvine Joseph Bittner, Forest Gate, Sask.; F/O Joseph Alphonse Camille Bouchard, Ottawa; F/O Leonard Charles Bowen, Montreal; F/O Harold Gordon Bullock, Kirkland, Ont.; F/O William Alexander Chmilar, St. Paul, Alta.; F/O Cameron Laird Connell, Warren, Man.; F/O John Edgar Cross, Leamington, Ont.; F/O Neill Edward Currie, Starbuck, Man.; F/O Edgar Wilson Dorsey, Hamilton; F/O Donald Rothead Ellis, Westmount, Que.; F/O James Kay Fernie, Toronto; F/O Howard Arthur Fitzgerald, Belleville, Ont.; F/O William Ronald Foster, Schomberg, Ont.

F/O George Reginald Frankings, Windsor; F/O George Henry Free, Hamilton; F/O Dickinson Gosling, Thierien, Alta.; F/O Leo Joseph Robert Gregoire, Vancouver; F/O William John Griffith, Toronto; F/O Alfred Wallace Hanson, Ottawa; F/O John Maurice Guse, Kitchener, Ont.; F/O James Brendan Harrington, Edmonton; F/O James Raymond Hartley, Toronto; F/O Albert Donald Hastings, Springhill, N.S.; F/O Howard Joseph Hawley, Regina; F/O Raymond Groo Herbert, Vancouver; F/O Francis Lawrence Hickey, Edmonton; F/O Clarke Kennedy Horsnell, Chateau Guay Basin, Que.; F/O Joseph Jean Louis Marcel Houde, Montreal; F/O Andrew Paul Huchala, Blairmore, Alta.; F/O Stuart Henry Jacobs, Oshawa, Ont.; F/O Robert Davis Irvine, Bridgen, Ont.; F/O Lyle Franklin James, Sarnia, Ont.

F/O Donald Alexander Johnson, Toronto; F/O Cornelius Reese Jones, Pembroke, Alta.; F/O Howard Joseph Christopher Keon, Owen Sound, Ont.; F/O Melville Stephen Kyte, Toronto; F/O Donald Graham King; F/O Joseph Henri Jeffrey Lareau, Montreal; F/O Alan Clifford McColl, Montreal; F/O Alexander Patterson McKillop, Chilliwack, B.C.; F/O William Patrick Maloney, Sudbury, Ont.; F/O Frank William Matthews, Vancouver; F/O Byron LeVerne Martin, Port Arthur, Ont.; F/O John Eric Moffatt, Lethbridge, Alta.; F/O William George Muldowney, Toronto; F/O Louis Joseph Leopold Marcel Papineau, Montreal; F/O Jack Harvey Peach, St. Michael, Alta.; F/O Benjamin Lane Peterson, Victoria, B.C.; F/O Thomas Ronald Peterson, Duncan, B.C.

F/O Cuthbert David Rae, Cupar, Sask.; F/O James Donald Robertson, Chilliwack, B.C.; F/O Ross Alexander Robinson, Calgary, Alta.; F/O Frederick William Rose, Preston, Ont.; F/O Harvey Lorne Ruffell, Berkeley, Cal.; F/O Samuel Donald Sanders, Exeter, Ont.; F/O Paul Douglas Scanlan, Kirkland Lake, Ont.; F/O Jean Louis Roger Gilles Simard, Que.; F/O Selby James Sinclair, Montreal; F/O Arthur George Squibb, Lachine, Que.; F/O Ian Alexander Stevenson, Grand Prairie, Alta.; F/O Richmond Bernard Tibbs, Winnipeg; F/O Frank Leon Joseph Tinevez, Pathlow, Sask.; F/O Robert Emile Adolphe Tonnellier, Parلمان, Sask.; F/O Clarence Windsor Truman, Vancouver; F/O William Joseph Underhill, St. Thomas, Ont.; F/O John Sharpner Ward, Westmount, Que.; F/O Mahlon Arnold Westby, Rose Valley, Sask.; F/O Ralph Jacob Clinton Whetter, Dand, Man.

F/O James Gordon Wigle, Hagersville, Ont.; F/O Maldwyn George Williams, Nanaimo, B.C.; F/O Donald Woodhouse, F/O Harold Zlotnik, Winnipeg; F/O Vernon Francis Lewis, Salisbury, N.B.; F/O Taylor Harold Love, Winnipeg, Man.; F/O Robert Alexander Aubrey Merlin, Miami, Fla.; F/O Tommy Cecil Murphy, Demers Centre, Que.; F/O Everett Norman Starink, Winnipeg, Man.; P/O Leonard Gerhard Anderson, Lacedena, Sask.; P/O Jaroslav Victor Bouzek, Prince Rupert, B.C.; P/O Ryland Vincent Currie, Dartmouth, N.S.; P/O Douglas Ralph Gibson, Bevan, B.C.; P/O Julien Josephat Joseph Guilbeault, Montreal; P/O Edward Cornelius Hill; P/O David Richard Idler, Vancouver, B.C.; P/O Michael Kutyn, Edson, Alta.; P/O Hugh Cecil Layton, Medicine Hat, Alta.; P/O Charles Norman Lea, Fort William; F/O Paul Duncan Saunders, Ottawa; P/O George Edward Lincoln, Teulon, Man.; P/O Kenneth Fraser McCallum, Calgary; P/O James Kenneth MacDiarmid, Ottawa; P/O James Allistair MacGregor, Vancouver; P/O Elgin Alonzo Moynes, Kitchener; P/O Leon Joseph Plotkins, Calgary; P/O John William Pollock, Prince Albert, Sask.; P/O Leslie Robinson, Norton, N.B.; P/O Donald Richard Runciman, Brockville, Ont.; P/O John Caldwell Johnstone Scarf, Fort Erie, Ont.; P/O Carl Alexander Spearing, Hamilton; P/O Roy Stanley Stowe, Edmonton; P/O Frederick Arthur Stevens, Kelowna, B.C.; P/O James Vine, St. James, Man.; P/O Earl Norman Williams, Bridgen, Ont.; W/O Robert Granville Clarke, Ottawa (now P/O); W/O Clayton Hugh Jack, Netherhill, Sask.; W/O John Joseph Williams, Toronto; W/O Percy Lawrence Gates, Aylesford, N.S.; W/O Malcolm Donald MacRitchie, Vancouver; W/O Lloyd James Mitchell, North Bay, Ont.; W/O Arthur Puchalski, Grand View, Man.; W/O Gordon Alexander Sutherland, Woodstock, Ont.; F/L John Bendixsen, New York City; F/L Malcolm James Gordon, Edmonton; F/L Douglas Irving Hall, Milliken, Ont.; F/O John Carr, Morrisburg, Ont.; F/O Clifford Carlyle Hazleett, Chilliwack, B.C.; F/O Frederick Charles Lansdall, Saskatoon, Sask.; F/O John William David Pudney, Vancouver; F/O Ralph Wilbert Tully, Vancouver; F/L Norman Leslie Roseblade, Toronto; F/L Atholl Sutherland-Brown, Oak Bay, B.C.; F/L Joseph Gilbert Middlemas, Wainwright, Alta.

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# VICTORY BONDS

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## SLOAN'S Liniment

Kills Pain

### Loan Shorts

A small Radar station in Northern Ireland was the first Coastal Command unit to exceed its quota in the current Victory Loan campaign. The objective for the three Canadians on the station was set at \$300. With one flick of the pen LAC L. D. Stairs, Lower Southampton, York County, N.B., put the unit over the top by chipping in for \$400 worth of the gilt-edged.

On one RCAF Group station bond buyers get a premium, a pass at Adolf's ugly puss. Following his swipe at the large caricature on the opening day of the campaign, LAC Jim Stretton, Lethbridge, Alta, a Radar mechanic, bought the \$100 bond that put the station over its \$110,000 quota.

Before the campaign began F/L R. St. Amour, Ottawa, adjutant of the Alouettes, called his 86 bond salesmen into consultation. To each man he gave an application form. Said he, "Now I want you to understand exactly how these forms must be filled out. Write in your own name and address and complete them as follows..." With the details filled in and the sample forms in front of them the salesmen heard the adj pipe up, "Now, put down the amount you really will subscribe, sign your name and send the forms in to me. You'll get your bonds in due course." With 86 salesmen who themselves have been through the mill there is small wonder that the Alouettes lead all other RCAF Bomber Group squadrons in bond sales.

Reports indicate that one of the easiest spots to sell bonds is in Germany. Salesmen with a RCAF fighter-bomber wing report little resistance.

#### TWO TOURS OVER

With two tours completed with an RCAF bomber squadron, F/L Norman Smith, DFC, is now on his way home to Vancouver.



### INDIGESTION? -no thank you!

Two Moorland Tablets are all you need in order to enjoy your meals without fear of gastric trouble.

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### SP's Keep 'em Moving

## Duty on Berlin Road Keeps Cops Busy

Rating high in the list of those who have more than pulled their weight along the Road to Berlin, is a little group which every day takes its place on that road—the RAF Police Unit. They stand in the middle of that road—and keep 'em moving.

Millions of wheels have rolled along that road. Never has history seen such a cavalcade of mechanised equipment. Builders of continental roads never envisioned the coming of such a tremendous overland invasion. But superhuman effort on the part of many of the invaders has resulted in miraculous results.

His Majesty the King saw something of this job on his front-line tour. The tribute he paid to the officer in charge of the RAF Police detail was a reward that the men have justly earned, a tribute that every man of TAF has echoed to the 154 men and six officers who make up the unit. Three officers and 73 of the men are Canadians.

Policemen have never been regarded popularly by the high spirited young men in the air force. He is identified with restrictions and "pegging." But this particular police unit has earned the respect of every other officer and erk in the service who has seen them in action.

The unit was born when two officers were posted to the group in TAF in July, 1943. The first detachments of police arrived in August and September. Sixteen Canadians joined the unit in November and by March, 1944, the unit was brought up to its present strength. All were suited to the exacting work for from March to mid-May, the unit was on a never-ending series of courses and exercises in preparation for D-Day.

Five echelons of the RAF Police were assigned to beach assembly areas on D-Day. Four of these had four corporals and one sergeant. The fifth had eight corporals and two sergeants. Their task was to make sure that the air force landing parties got to the designated areas as quickly and in as good order as possible despite enemy action. Many attempts to intercept were many but the police unit did its job without casualties. The first fruits of their training were harvested. By D-Day plus



A Canadian Flight Lieutenant inspects RCAF and RAF members of a police unit, on the continent, before they go out on patrol. In the power pic an SP keeps traffic flowing at a busy street corner.

(Official RCAF Photograph.)

10, the whole unit was established in France. During those 10 days, the men were often under constant shell fire.

An airfield moves precisely as does an Army division. It is just as important for it to be at the right place at the right time. Close support from the air means bases right behind the line. RAF Police see to it that there is as little delay as possible.

An airfield with some 2,000 personnel gets orders to move to a new advanced location. The convoy leader just doesn't pick

up a map and choose a scenic route. From Group comes the detailed guidance, specific times to be at specific places, set times for halts along a predetermined route likely to offer the least obstacles. It may be scores of miles longer than a direct route but one that will prove shorter in the end; ten miles added to avoid a concentration of convoys on a narrow road, five miles added to avoid a bridge bottle-neck. Sometimes it is necessary to change the route even while it is being traversed. There must be a despatching

system like a railway. A bridge here has been bombed. Another bridge hurriedly thrown up by army engineers is sagging under the weight of our tanks. An army formation is answering a hurry-up call with a triple A priority. It is one of the jobs of the RAF unit to see that none of these things bring too great a concentration or congestion of traffic at any point.

The unit's duties are not simply confined to directing convoys. It has many other functions, one section of which deals with the preparation and erec-

tion of road signs to keep everyone headed the right way.

During the bitter fighting for Caen, British forces were entering the city when the Germans let loose a proper hell of counter-attacks to stall the advance. The RAF unit was on hand to keep the guns and men coming up and to direct bewildered civilians down the safest roads.

German shellfire was unpredictable on many occasions. It switched its intensity from one point to another. An officer in a truck passed a policeman on point duty. A few rods away, a shell made a direct hit on the truck. The pointsman, knowing the Germans had the exact range, hurried to the spot and directed traffic down another road.

Enemy collaborators have been a source of many problems to the army. Many have been rounded up by the RAF Police Unit as they made area investigation preliminary to the moving in of air force units.

Movement of service personnel by road is by no means confined to convoys. The greater part, in fact, is done by individuals and more often than not by night. These lone travellers are dependent upon road information supplied by the unit's information centre. This round-the-clock service has prevented many from driving into enemy-held territory or routes no longer safe because of destroyed bridges.

The Provost Marshal of Air Ministry, assisted by W/C J. Laurie, RCAF Deputy Provost Marshal, selected the officers and men responsible for the organization and training of the unit. Two men who filled their rigid requirements were S/L S. Mumford, RAF, and S/L L. O. Rawlings, RCAF. Each phase of the unit's work has been designed so that on each effort there will be approximately equal numbers of RAF and RCAF personnel.

A story that will some day be told in greater detail is that behind a compliment by an army spokesman to the RAF Police Unit. The latter's work in handling traffic had enabled one army offensive to be started two days earlier than had been thought possible. That compliment is indeed a satisfactory reward.

### DEMON DOINGS

#### Unit Equals Record

Demons fulfilled their ops and training commitments during the month of March to equal the record set by a Polish squadron in 1943. In appreciation of the good work done by the ground crew, a party was thrown at flights in the newly erected armory.

Refreshments were served by LACW Tyler, London, England, and LAC Pete Pelletier, Vancouver. Sgt. "Red" Dodgson managed to quench all the thirsty types, while entertainment was provided by LAC Hale, Windsor, LAC Dennison, Fort Fairfield, Maine, LAC Mason Tessler, Sask., and Cpl. Pat Foley, Windsor, Ont. Among those present were W/C K. C. Wilson, F/L Sutherland, adjutant, S/L Cam Taylor, DFC, Winnipeg, and S/L Hugh Esch, Edmonton.

Some sort of a record is believed held by F/L Frank Bouey, Regina, and his crew who have been together for two and a-half years. The crew includes F/L J. E. Campbell, Kensington, P.E.I., P/O R. D. Beaton, Ont., and P/O T. G. Edgington, Resource, Sask.

Five sketches by the RCAF official war artist, F/L Chas. Goldhamer, Toronto, painted while working with this squadron, are being shown at the National Gallery, London.

Sgt. Bill Day is homeward bound after three and a-half years overseas, and has taken his Irish wife back with him. Another repatriate is Cpl. Pennefather, from Albany, N.Y.

F/L Howie Aldridge, Montreal, in charge of Eighth Victory Loan sales, is confident the unit will go over its objective.

The basketball team captained by Cpl. Larry Shuttleworth from E.C., lost a tight game to PRC 34-22. Outstanding players were F/O George Stuart, LAC Slim Harris, and LAC Donohue. Other members of the team were LAC MacKay, Cpl. Teasdale, LAC Rourke, LAC Baradell, F/O McGrath, LAC Lesser, F/O Hill, LAC Campbell, and team manager F/L Lou Dawson. Recent promotions are F/L J. D. Byrne, F/L L. K. Dawson, and F/L H. P. Florence.

#### TWO TIFFIE MEN MAKE LONG TRIP

Holland.—In a low-slung German-made automobile which they salvaged during the enemy's retreat from the Ardennes, two Typhoon pilots have completed a week's tour of southern France.

Their "Canada" badges, they report, were as much a source of interest to the French residents as the beauty spots of the Mediterranean coast were to them. Their trip almost became a goodwill tour.

S/L Harold Gooding, DFC, Ottawa, who has completed his second tour, and F/L Harry Hardy, Timmins, Ottawa, Ont., who has nearly finished his first, took turns in driving and sleeping during the drive from Holland to southern France.

Explained F/L Hardy: "We just started driving and we kept driving until we got to the Mediterranean, and what a wonderful change after a winter in Holland. It took us three days. We toiled around the Mediterranean and took in every summer resort. We stayed at hotels in Paris and Lyons two nights and official billets the rest of the time."

#### SWORDFISH CREW DOES 15 TRIPS DURING WEEK

A Swordfish squadron crew piloted by P/O C. R. Ensom, Toronto, in its first three weeks with the squadron, commanded by W/C F. W. Ball, St. Thomas, Ont., completed two training flights and 13 operational trips.

Squadron members were made by F/L Jimmy Chalmers, F/L Keith Taylor, F/L Claire Bolger, DFC, and F/O Al Corrigan.

F/L Ken Groff, Kitchener, F/L Bill Gill, Edmonton, and F/L Jackie Byrne have recently completed tours.

F/O Al Marr, Toronto, and P/O Moe Joubert, Montreal, have returned after a tour at OTU.

### "Ici et Là"

Gilles Lamontagnes, de Montréal, prisonnier de guerre en Allemagne depuis plus de deux ans, vient d'être promu à rang de sous-lieutenant d'aviation. Il était pilote à l'escadrille des "Alouettes" qui possédait en ce temps-là des bi-moteurs Wellington.

Le Sergent de section Aimé Latraverse, de Montréal, qui fait partie de l'aviation permanente depuis 1938, vient d'être préposé au département de l'équipement. Il s'occupera de fournir le matériel de guerre aux membres de l'escadrille "Leaside."

L'officier pilote Ulysse Gallant, de Moncton, N.B. vient de finir son tour d'opérations. Il était mitrailleur-arrière à l'escadrille "Leaside" du groupe de bombardement canadien.

Le sous-officier breveté William Gélinau qui venait d'être attaché à l'unité du groupe de bombardement canadien commandé par le Capitaine de Groupe Roy McLernon, DFC, de Montréal, fut très heureux d'y retrouver son concitoyen, le Sergent de section Philippe Névile. Tous deux pilotent des quadri-moteurs.

Le Rvd. Père Vianney Villeneuve, de l'ordre des Frères Prêcheurs, lieutenant de section honoraire dans le CARC, est arrivé du Canada récemment. Après s'être rapporté à l'aumônier Général à Londres il fut attaché à l'escadrille "Tiger."

Le lieutenant de section Laurent Gingras est revenu de Paris après un stage de quelques mois comme officier de liaison à la Commission d'Informations en Temps de Guerre. Gingras a passé quatre jours à Londres avant de se rendre au centre de rapatriement.

Le sous-officier breveté Jérôme Cadieu de Fort William, Ont., vient d'être promu au grade de sous-lieutenant. Également promu au grade d'officier on compte les deux sous-officiers Lucien Pigeon, 165 rue Sherbrooke, Montréal, et Edmond Beaudin de Victoria, C.B., tous deux radio-télégraphistes.

### ENGINEERING MAN LEAVES TAF UNIT

One of the "back-stage" men of the City of Edmonton 2nd TAF squadron, F/L Bill Weir, engineering officer from Flin Flon, Man., has been posted, and it's definitely a loss for the Edmontonites.

With the unit during its glamor days as a "hot" intruder formation, F/L Weir put in 14 months applying his mechanical and engineering skill to the task of keeping the aircraft operational.

Highlight of those 14 months came at D-Day, when the ground staff maintained 100 per cent. serviceability for six consecutive days. Weir and his men worked around the clock in 12-hour shifts. Able assistant F/Sgt. R. C. Hector, Winnipeg, bossed the day shift, and F/L Weir handled night assignments. So well did the Flight-Sergeant do that and other jobs he won a "mentioned in dispatches."

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### Headquarters

Headquarters softball fends should find this summer mighty interesting. The league has 16 men's teams ready for action, while nine WD clubs are waiting for the "go" signal.

The girls start swinging Monday night with the opening game at Hyde Park and the men commence one week later.

Sports stores have been opened up on the sub-ground floor at "32" and anyone in need of any summer athletic equipment is welcome.

The date of the novelty splash party at Seymour Hall has been changed to April 25.

Roller-skaters are again reminded about the party at Alexandra Palace on May 6.

### RADIO MECHANIC FLIES AS MOSSIE NAVIGATOR

A Windsor airman who came overseas as a radio mechanic in 1942 is now flying on night patrols over the Western Front in the highly skilled job of navigator on a Mosquito night fighter.

He is F/O Malcolm Laidlaw, who joined the RCAF Night-hawk squadron recently on completion of his training in England.

### VETERAN NEW CO OF TIGER FLIERS

Having seen the opening stages of the war, and now returned from Canada to play his part in the final phase against Hitler, W/C R. W. Norris, Saskatoon, has been promoted to that rank and appointed to command the Tiger squadron of Bomber Group.

#### OFFICER RETURNS

Overseas three years as an administrative officer, S/L C. Harris, Brantford, Ont., is on his way home.

## Transport Fliers in Burma Buy Bonds Between Trips

Air crew members of the RCAF Dakota transport squadron in Burma, headed by W/C T. P. Harnett, found time between sorties to start the Eighth Victory Loan off to what promises to be a highly successful campaign. Its self-imposed quota of \$75,000 is nearly twice the amount the squadron raised in the last loan.

Air crew men flying dawn-to-dark schedules, with supplies to the 14th Army, between sorties hurried across to Loan Headquarters, an unobtrusive tent on the edge of an airstrip, while their aircraft were being loaded with more supplies. In jungle-green outfits, with Kukri knives and revolvers at their belts, they signed their forms and took off again for front-line airfields. Hard-working ground crew boys followed each other at the buying counter during the breathing spells from their jobs, wiping grease and oil from their hands as they reached for pens.

"I've never seen anything like this," said F/L C. E. S. Ripley, Winnipeg, campaign chairman, who has worked on Victory Loan drives at stations in England and Canada. "No selling seems to be required; in several cases I've actually had to discourage airmen who wanted to subscribe for more than they could obviously afford. We thought we were being optimistic in setting the goal of \$75,000, but I'm sure we'll pass \$100,000."

### UNIFORMS



There are uniforms and uniforms, as Cpl. Rose Fotia, Vancouver, discovered when she visited Buckingham Palace recently. In the Palace grounds she met Sergeant Major A. Bullen, BEM, of the King's Bodyguard, Yeoman of the Guard, resplendent in his scarlet uniform.

(Official RCAF Photograph.)

## Windsor Wallahs Delight In "Rally Inn" Blue Room

Italy.—Canada's crack "City of Windsor" Spitfire squadron, with all the experience of old campaigners, are really settled down at their new airfield, from where they operate in close support of the Eighth Army front on the Adriatic.

The original "Don the Beachcomber's" is in Los Angeles. The Chicago "Beachcomber's" was its first offspring, but yet another saw the first light of day recently when the Windsor squadron inaugurated "Rally Inn."

Sired by the new Bar Officer, W/O R. W. McKinnon, Passaic, N.J., and Toronto, the new juice joint lacks only two of the attributes of its Chicago counterpart: the gardenia seller... and a guy's best girl.

Backed by a mirror the blue bar is canopied with reed matting giving a warm tropical effect. The high blue stools are unserviceable 500 lb. bomb tails. Around the walls are the profiles in silhouette of every pilot and officer in the mess, blacked in, and complete with his name and home town.

The ash trays are polished bronze shell cases, and soft music is supplied through an extension to the radio in the Officers' lounge. A final decorative punch is the blue dog house in the corner where a new pilot, by way of initiation, is required to take his first drink.

"Rally Inn" is for the Officers and N.C.O. pilots, but the "Windsor Club" in the same abandoned building supplies just as much camp style, self-made luxury for the other ranks. There's an indoor basketball and badminton court, as well as a boxing ring, with equipment supplied by W. Craig, Supervisor, London, Ont. The big recreation hall has a stage at one end majestically adorned by a mysteriously acquired baby grand piano.

The prized possession of the whole outfit, though, is the shower room, where constant hot water provides steaming showers to 100 squadron members a day.

F/O F. A. Doyle, Vancouver, supervised the project, with LAC J. P. R. Lalonde, Montreal, as chief engineer. An abandoned boiler was fitted out with an improvised oil-burner to heat two salvaged 400-gallon tanks, fed from a leak in an old Italian water main. The bench along the wall is an old shutter, and the three shower heads are only perforated cigaret tins, but the darn thing works, and it's Ritz-Carlton plumbing compared to a canvas bucket.

So don't be misled by the shell-shattered appearance of the Windsor squadron quarters on its bleak Italian airfield... and don't be surprised if your host says "Let's play badminton and have a hot shower before we listen to the news over a drink in the club."

## Second Canadian Captured Joins Mother in England

Believed to be the second Canadian to be captured in the present war but showing no ill effects from his long imprisonment, F/L Robert M. Coste, RAF, Toronto, has been reunited in England with his mother after 5½ years in German prison camps.

Mrs. Coste, who was in England when her son was reported missing after a raid on Wilhelmshafen on September 29, 1939, immediately joined the British Red Cross, and has been active in British and Canadian Red Cross work during her son's imprisonment.

"One thing I would like to say," commented F/L Coste, "Canadians distinguished themselves in those camps. They kept their morale high and were active in promoting sports and activities."

Coste joined the RAF in 1937, and was shot down in one of the earliest British bombing raids of the war when the bombers were attacked by the famous Richtofen fighter squadron, which started in the Condor Legion in Spain and later became known as the "Abbeville Kids." Not one aircraft of his squadron returned and only Coste and one RAF mate survived. Coste crash-landed in the sea, and was picked up by a German destroyer.

"I know I was early," he remarked, "but I wasn't the first Canadian to be captured in this war. F/L Alf Thompson, Penetrag, was before me. He went down on an earlier raid on Europe."

### NEW OPS OFFICER HAS POST AT BOMBER BASE

Veteran of more than three years' service overseas with a tour of operations on Halifax bombers to his credit, S/L A. F. Childs, DFC, formerly of Regina, Sask., and Malton, Ont., has been promoted to the rank of wing commander and appointed operations officer at the bomber base commanded by Air Commodore F. R. Miller, Ottawa.

S/L Childs arrived overseas in January, 1942, after winning his wings and commission at McLeod, Alta., in December, 1941. After completing a course at a flying instructors' school in Scotland, he spent the next two years as an instructor.

A prisoner until just recently, when he slipped away and reached the American troops, F/L Coste is planning a transfer to the RCAF, and continue the study of medicine which he started while a prisoner. His greatest desire on release was a game of golf.

"I was pretty terrible," he commented afterward.

## Courtesy Flip Results in Grand Reunion for Pilot

F/L Jack Gordon, who started with Vancouver Westerns when they won the Canadian basketball championship in '37-'38 was in the City of Edmonton squadron crew room when the call came for a pilot to take Major Robert Harris to a nearby Canadian hospital up for a "flip."

Going out to his Mosquito, Gordon was almost bowled over when he found that his guest was to be Major "Hammy" Boucher, former coach of the Vancouver Meralomas football club.

Gordon and Boucher decided they would climax their reunion with a visit to a nearby town that evening. While there they met "Bus" Ryan, now an army captain and former player with the Meralomas Club; Fred Eaton, another Army captain, and Lorne Aggett, lieutenant in the Army, all from Vancouver.

### ENTERTAINMENT GUIDE

THEATRES	
<b>ALDWYCH.</b> Tem. 6404. Evenings, 6.45. Wed. and Sat., 2.30. FIRTH SHEPARD presents <b>TO-MORROW THE WORLD</b> Robert Harris, Elizabeth Allan, Jean Cadell, David O'Brien	<b>LEICESTER SQ. THEATRE.</b> Whl. 5252. ABBOTT & COSTELLO in <b>HERE COME THE CO-EDS (U)</b> With PEGGY RYAN. Perfs. 12.40, 2.35, 4.55, 7.15.
<b>HIPPODROME.</b> Ger. 3272. Com. Sat., April 21 Evgs. 6.15. Mats. Weds. and Sat., 2.15. Tom Arnold presents <b>IVOR NOVELLO</b> in <b>PERCHANCE TO DREAM</b>	<b>LONDON PAVILION.</b> Ger. 2982. Starting Friday. <b>THE FIFTH CHAIR (A)</b> with America's Crazy Gang.
<b>PALLADIUM, Argyll Street.</b> Ger. 7373. Twice Daily at 2.30 and 6.20. GEORGE BLACK'S new Musical Funfare <b>HAPPY AND GLORIOUS</b> With TOMMY TRINDER.	<b>MARBLE ARCH PAVILION.</b> May. 5112. LAURENCE OLIVIER in <b>HENRY V (U)</b> (In Technicolor) Perfs. 10.30, 2.30, 6.30. Sundays 3.30 & 6.30
<b>PRINCE OF WALES THEATRE.</b> Whl. 8081. Twice Daily at 2.30 and 6.10. GEORGE BLACK'S GAY MUSICAL <b>STRIKE IT AGAIN</b> With SID FIELD.	<b>NEW GALLERY, Regent St.</b> Reg. 8080. RITA HAYWORTH JANET BLAIR, LEE BOWMAN <b>TO-NIGHT AND EVERY NIGHT (A)</b> (In Technicolor) Weekdays from 11.25. Sundays from 3.30.
<b>SAVOY.</b> Tem. 8888. Evenings, 6.45. Wed. and Sat., 2.30. FIRTH SHEPARD presents <b>THE ASSASSIN</b> Barry Morse, Rosalyn Boulter, J. H. Roberts, Henry Oscar, Leslie Perrine, Arthur Young.	<b>NEW VICTORIA (G-B).</b> Opp. Vic. Stn. GREGORY PECK in A. J. CRONIN'S <b>THE KEYS OF THE KINGDOM (A)</b> Fun Time (Technicolor) (U), &c. Weekdays from 11.45. Sundays from 3.30.
<b>STRAND.</b> Tem. 2660. Evenings, 6.30. Thurs. and Sat., 2.30. FIRTH SHEPARD presents <b>ARSENIC AND OLD LACE</b> Lilian Braithwaite, Mary Jerrold, Naunton Wayne, Edmund Willard. Third Year.	<b>ODEON, Leicester Square.</b> Whl. 6111. NOEL COWARD'S <b>BLITHE SPIRIT (A)</b> In Technicolor. Weekdays at 10.45, 1.5, 3.25, 5.45, 8.00. Sundays 3.30, 6.15.

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CINEMAS	
<b>DOMINION (G.B.).</b> Tottenham Ct. Rd. GREGORY PECK in A. J. CRONIN'S <b>THE KEYS OF THE KINGDOM (A)</b> Fun Time (Technicolor) (U), &c. Weekdays from 11.45. Sundays from 3.30.	<b>TATLER THEATRE.</b> Charing Cross Rd. ANGLO-SOVIET SEASON <b>ADVENTURES IN BOKHARA (A)</b> The story of Nasreddin, an Eastern Robin Hood. WALT DISNEY'S <b>HAWAIIAN HOLIDAY (U)</b>
<b>EMPIRE, Leicester Square.</b> Ger. 1234. Starting Friday. JUDY GARLAND, ROBERT WALKER in <b>UNDER THE CLOCK (U)</b>	<b>TIVOLI, Strand.</b> Temple Bar 5025. BETTY SMITH'S <b>A TREE GROWS IN BROOKLYN (A)</b> DOROTHY MOUIRE, JAMES DUNN, JOAN BLONDELL, LLOYD NOLAN. Weekdays from 10.45. Sundays from 3.30.
<b>GAUMONT, Haymarket.</b> Whl. 6653. BETTY SMITH'S <b>A TREE GROWS IN BROOKLYN (A)</b> DOROTHY MOUIRE, JAMES DUNN, JOAN BLONDELL, LLOYD NOLAN. Weekdays from 10.50. Sundays from 3.30.	<b>WARNER, Leicester Sq.</b> Ger. 3423. VICKI BAUM'S <b>HOTEL BERLIN (A)</b> PAYE EMERSON, HILMUT DANTINE, RAYMOND MASSEY For times of showing see Daily Press.

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