



CANADIAN ON LANG JAUNT OVER ARCTIC

Westmount Actuary On Navigation Trip

One Canadian flier is among the group of Royal Air Force experts who are flying in a Lancaster bomber to the North Pole. He is W/C K. C. Maclure, Westmount, Que., navigator.

The party will study navigation under Polar conditions, and examine the behaviour of compasses, radar gear and automatic dead-reckoning gear in the Arctic.

Their flight will take them over the geographical North Pole and over the magnetic pole. The aircraft is known as the Aries, and had previously flown around the world on a navigational mission.

Home base of the crew is the Empire Air Navigation School of RAF Flying Training Command at Shawbury, near Shrewsbury. The aircraft has already left for Iceland on the first stage of the mission. The party will carry food and clothing and cooking equipment to maintain them for four weeks.

W/C Maclure is an actuarial expert, a graduate of McGill University, and a former member of the staff of a prominent Canadian insurance company. He has been in the RCAF since the outbreak of European hostilities.

RAF personnel travelling in the aircraft includes W/C D. C. McKinley, Shropshire, in charge of the party; W/C E. W. Anderson, Devon; W/C R. H. Winfield, RAF Physiological Laboratory, Farnborough; S/L A. J. Haggart, Catford; F/L S. T. Underwood, Leicestershire; F/O S. Blakely, Leeds; W/O A. F. Smith, Fife.

Bags Three Nazis on Shopping Trip

When Sgt. John-William Helm, Kitchener, Ont., motor-cycled recently from his Tiffle base on a shopping expedition, he returned with three German prisoners.

"I was out looking for some rubarb and look what I found," he explained. Two German officers and an "unter-officer" were walking along the road. Helm noticed binoculars and other accoutrements which indicated the Germans had not been captured. He stopped his machine, drew his revolver and guarded them after dispatching a passing truck driver to a nearby RAF Regiment.

As a souvenir of the incident he was permitted to retain one of the fine pairs of binoculars. When he returned to camp he also learned he had been promoted to the rank of flight sergeant.

MERCI BIEN



G/C Joe Lecomte, DFC, Acton Vale, Que., is shown above with two of his station henchmen, thanking the personnel of the Alouette and Snowy Owl Squadrons' station for the convincing way they put over the recent Victory Loan campaign. His tannoy broadcast said "merci" for \$255,250, the figure which won the AOC trophy for the outstanding operational unit effort in the campaign. On the left is F/L R. St. Amour, Quebec City, and on the other flank F/O Paul E. Ethier, Montreal. (Official RCAF Photograph.)

Spitfires Destroy Eight Hun Aircraft Before Victory Day

Vancouver Pilot Sparks Unit in Final Splurge Before Surrender

Led by F/L R. C. Drummond, Montreal, pilots of a Canadian Spitfire squadron commanded by S/L D. C. Gordon, DFC, Vancouver, destroyed eight German aircraft shortly before V-day, five in the air and three on the ground. Four more were damaged during the operation, two in the air and two on the ground.

21,423 RCAF CASUALTIES

RCAF casualties from September, 1939, to May 8, 1945, totalled 21,423 in all categories; it is announced, an indication of the magnitude of the RCAF's role thus far in the air war.

The figures have been released by RCAF HQ, and a breakdown of the overall figure, which is more than five times the total size of the RCAF at the outbreak of war, is as follows:

- Killed or died, 6,318.
- Presumed dead, 7,540.
- Currently missing, 3,031.
- Taken prisoners of war, 1,838.
- Seriously and dangerously wounded, injured, 1,300.
- Seriously and dangerously ill, 1,396.

In addition to the above figures 816 members of the RCAF were reported missing and subsequently turned up safely. Adjustments may yet be recorded in totals listed for "presumed dead" and "currently missing" due to last-minute reports on prisoners of war.

Drummond, who accounted for a FW190 destroyed and two damaged, spotted his first victim circling a field. He fired a burst at the enemy fighter, which started to burn, and pieces flew off the fuselage. It turned away into a dive and crashed in flames. Later on he saw six FW190s dispersed in a field and damaged two.

F/L S. M. Knight, Calgary, shot down a Ju88, the first seen since the Canucks moved to their present location.

F/L W. O. Young, Gore Bay, Ont., shot down one FW190 and damaged another. He followed the first one down to tree-top height and fired a burst. He saw no immediate results but in a moment the enemy aircraft started a steep turn to the left and crashed after colliding with high tension wires.

After watching Drummond's victim crash, F/L R. J. Taggart saw other German fighters dispersed on the ground in the same area. He strafed one near a road and another in a clearing. Both burst into flames.

Knight scored his second kill, a FW190, over Schwerin. The aircraft crashed in the town and the pilot, who baled out, also landed in the town. F/L F. E.

Repat Program Out Next Week

Details of the official RCAF Repatriation program will be carried in "Wings Abroad" next week. The complete scheme for the return to Canada of members of the RCAF serving overseas will be found on pages three and four. No extraneous matter will be carried on these pages, comprising the centre sheet, which can be removed and saved for reference.

A chart will be printed to enable all personnel to find their Repatriation Group number.

Hanton, DFC, Kenora, Ont., fired at two FW190s, scoring a hit on one and destroying the second.

During a strafing attack, F/L Bruce Innes, Battleford, Sask., shot up another enemy fighter.

On a later armed recce led by F/L E. R. Burrows, the squadron's score for the day was raised to nine destroyed and five damaged, with the destruction of another machine. Burrows strafed two of the enemy aircraft and saw strikes on one of them. He and Knight teamed to destroy the last enemy aircraft when they caught a Ju88 flying at about 1,500 feet.

"An Airman's Prayer"

"Almighty and all present power,
Short is the prayer I make to Thee;
I do not ask in battle hour
For any shield to cover me.

The vast unalterable way,
From which the stars do not depart,
May not be turned aside to stay
The bullet flying to my heart.

I ask no help to strike my foe,
I seek no petty victory here;
The enemy I hate, I know
To Thee is dear.

But this I pray, be at my side
When death is drawing through the sky;
Almighty Lord, who also died,
Teach me the way that I should die."

This simple testament of faith was found in the effects of F/O E. R. Davey, London, Ont., after he was killed in a flying accident. The poem was in the handwriting of the young Buffalo squadron pilot, and is believed to be his own work. A thorough check has disclosed no previous authorship.

BRITISH LIBERATE RCAF FLIERS NEAR RANGOON

Airmen Too Weak to March Left Behind as Japs Evacuated Threatened Areas; Canucks Fried Flapjacks

FACE-SLAPPING OLD JAP CUSTOM

Canadian air crew and army men are among 100 Allied troops liberated when British troops recaptured Rangoon, and who now have arrived back in Calcutta. The Canadians include Major N. I. McLeod, Kingston, Ont.; F/L Herbert Ivens, Scott, Saskatchewan, Thunderbolt pilot; F/O Keith Cuddy, Sanford, Man., Beaufighter pilot; P/O John Yanota, Blairmore, Alta., Mosquito navigator; P/O Richard Corbett, Toronto, Hurricane pilot; W/O R. W. Stephens, RAF, Windsor, Ont., Liberator navigator.

Because they were not strong enough to march these men were left behind when the Japs removed other prisoners from the Rangoon prison as the British troops advanced on the city. It was they who painted in white-wash the sign on the prison roof which told Allied airmen that the Japs had cleared out.

After the Japs' departure, when they left only a two-man guard behind, the prisoners raided the stores and the Canadians cooked up flapjacks as a different way of eating the rice to which they had been accustomed for so long.

Face slappings by their guards, some of whom seemed to be insane, beatings during questioning, even the ruthless belaboring of one man's injured legs and the grim monotony of solitary confinement, were described by the released men when they came ashore from the hospital ship which brought them to Calcutta.

The prison in which air crew were held in solitary confinement was practically without medical equipment or supplies. When Ivens was shot down his legs were injured. They were bandaged by his captors, but when he reached prison the bandages were removed. From then on he received no medical attention, and for two months he was unable to walk.

When he refused to answer questions during frequent interrogations he was hit on his swollen legs with clubs.

"They didn't get anything out of me," said Ivens, "for each time they hit me I just passed out."

"The only time we got a bit of our own back," he continued, "was when Allied Liberators and Super Fortresses bombed Rangoon. We were sure they wouldn't bomb the gaol. We used to stand out in the compound and cheer like mad while our guards dived for the shelters."

The prisoners related that the face-slapping appeared to be an accepted custom among the Japs themselves, and was indulged in by every Jap to anyone of lower rank. The lowest guards, they assumed, had no one to slap except the prisoners.

"You just had to take it," said Stephens. "Looking back on it seems like one long bad dream." During his first three days as a prisoner Stephen was not beaten. For him the Japs tried

HURRIBOMBERS RAKE VILLAGES

Canadians With RAF Attack Burma Towns

RAF Hurribombers, led by a Canadian pilot, recently made a series of attacks on two enemy-occupied villages 30 miles east of Yenangyaung. One village was believed to contain 1,000 Japs.

In each attack, several fires were started. The bombing and strafing assaults were typical of the day's work by the Burma Hurribombers. The squadron completed the day's activities with an evening attack on dug-in positions in the second village.

F/O D. F. Bonnell, Portland, Maine, led the first attack. It was the last trip of the Canadian-born flier's tour.

"All our bombs fell in the target area," he said. "The whole eastern side of the village was under smoke from a number of fires as we came away."

AOC-in-C Attends St. Paul's Service

Last Sunday, when the King and Queen attended St. Paul's Cathedral to lead the nation in Thanksgiving for European Victory, Air Marshal G. O. Johnson, CB, MC, AOC-in-C RCAF Overseas, and Air Vice Marshal C. R. Slemmon, CBE, Deputy AOC-in-C, together with a number of other high-ranking RCAF Headquarters officers, were among the hundreds who filed into the great edifice at the top of Ludgate Hill.

starvation, but they did not get any information out of him.

During his first four months of confinement, from February to June, 1942, first in Moulemin and then in Rangoon, Major McLeod acted as prison medical officer doing what he could with the very limited supplies and medical equipment. Once he and another doctor performed an amputation on an American flier's arm, using local anaesthetic only.

Canadian Bomber Chief Sends Victory Message

Air Vice-Marshal C. M. McEwen, MC, DFC and Bar, Air Officer Commanding Canadian Bomber Group, issued the following Victory-in-Europe message of appreciation for the co-operation received from the officers and men under his command:

"The final defeat of Germany which has just been announced realises an aim towards which the Royal Canadian Air Force, in common with the forces of the Allied nations, has striven for 5 1/2 years. Although other tasks lie ahead, we may permit ourselves a few hours to rejoice in this great victory and review our accomplishments with justifiable pride.

As one of the largest spearheads of the Royal Canadian Air Force, the Canadian Bomber Group, in close co-operation with other groups in Bomber Command, has devastated the enemy by night and by day. Strategic bombing has been one of the greatest factors in the collapse of

the enemy, a fact recently attested by one of the greatest—and most experienced enemies, Von Rundstedt. Number Six Group has taken its full share in this magnificent effort.

As Air Officer Commanding Number Six Group, I wish to express my great personal pride in the excellent record of our group and to thank all members of air-crew and groundcrew for their outstanding work in attaining such a record. You have set an unparalleled example of team work and a high standard of achievement for those who will carry on the fight to other fields. To our comrades who will not return we pay tribute and hold them in hallowed memory."

Fighter Bombers Share in Pre-Peace Transport Orgy

RCAF fighter bombers based in Germany had one of their most spectacular days shortly before VE-Day as they joined in the great TAF assault on the dense concentrations of enemy transport fleeing toward Denmark ahead of the advancing British forces. Well over 250 MT were destroyed or damaged.

One of the greatest individual feats was turned in by F/L D. I. Hall, DFC, Milliken, Ont., a photo recce pilot. Returning from a mission, he called in on Neustadt airfield and found 10 FWs and Mes circling the field. He shot down three FWs and one Me.

S/L J. E. Thundergast, DFC, Victoria, B.C., on a similar recce in the Schwerin area, destroyed two FW190s. One of them plunged into Wismar harbor.

Well over 350 sorties were flown by RCAF aircraft for the loss of one pilot during the day.

At dawn, pilots found every road leading west and north-

west crammed with transport fleeing from the Russians. Attacks were limited by the order that nothing was to be hit unless identified visually. Because of the numbers of refugees on the roads, no attacks were carried out on horse-drawn transportation or on pedestrians.

The bombing was continually altered with rapid advances of armored columns. A large concentration of vehicles crowding around Wismar was left for the Sixth Airborne Division to handle. The squadron attacked further west, around Lubeck, until armored spearheads approached the port.

CASUALTIES

KILLED IN ACTION
F/S A. DIVITCOFF, Toronto; Sgt. L. H. JANZEN, Errol, N.B.; P/O A. E. KURTZHALS, Vancouver; W/O G. W. OLAFSEN, St. John's; P/O J. M. PARROTT, Toronto; P/O S. H. J. PEARCE, Drummondville, Que.

MISSING
F/O L. R. BELCHER, Brantford, Ont.; F/O H. P. BREIER, F/S N. A. BUTLER, Blandford, Sask.; P/O S. W. ELGIE, Lambeth, Ont.; P/O H. C. IRVINE, Watakwim, Alta.; P/O C. D. MISON, Ottawa; P/O M. STROBERG, Windsor, Ont.

KILLED ON ACTIVE SERVICE
Sgt. E. A. BISHOP, Carleton Place, Ont.; P/O E. E. FERNANDEZ, Windsor, Ont.; P/O G. G. MCGILLICRICK, Port Arthur, Ont.; P/O J. C. MCLEOD, Mississauga, Ont.; P/O J. C. MCLEOD, Mississauga, Ont.; P/O J. C. MCLEOD, Mississauga, Ont.

PREVIOUSLY REPORTED MISSING NOW REPORTED PRISONER-OF-WAR
P/O P. B. CRESSWELL, Prince Albert, Sask.; P/O P. W. DOWBIGGIN, Montreal, Que.

PREVIOUSLY REPORTED MISSING BELIEVED KILLED IN ACTION, NOW PRESUMED KILLED IN ACTION
F/S T. J. ADKISON, Texas, USA; P/O J. H. BALLANTYNE, DFM, Toronto; P/O L. BANDELL, Toronto; Sgt. H. M. COFFEY, Saint John, N.B.; P/O T. W. COOPER, Brantford, Ont.; F/L A. G. DICKIE, Toronto; P/O A. F. DE DAUW, Kilberry, Ont.; Sgt. J. ETIENNE, Toronto; P/O W. HAMPTON, Govan, Sask.; P/O D. E. JAMES, Calgary; P/O J. J. M. LEVASSUR, Matane, Que.; F/L G. F. MAFFRE, Quebec, Que.; P/O J. R. G. C. MALLETTE, Montreal; P/S R. A. MECK, London, Ont.; F/O L. L. MORTIMER, Edmonton, Alta.; P/O L. T. PROCTOR, Bisset, Sask.; P/O L. T. SCHOLER, Winnipeg; P/O C. W. STROM, Blind River, Ont.; P/O J. O. A. R. TETRYL, Toronto; P/O P. W. WATWOOD, Winnipeg.

PREVIOUSLY REPORTED MISSING NOW PRESUMED KILLED IN ACTION
P/O J. B. ALLEN, Glen Muron, Ont.; P/O R. J. ATKINS, Petrolia, Ont.; P/O H. J. BEATTIE, Toronto; P/O G. G. BELL, B. J. BELYEA, Winnipeg; P/O J. L. BERRY, Myrtle, Man.; P/O J. R. BOOTH, Winnipeg; W/O N. B. BOWMAN, Chemainus, B.C.; P/O M. BROWN, New York, USA; F/S W. BURNS, Makaroff, Man.; P/O J. A. R. CARON, Ottawa; P/S W. E. CHAMBERS, Ottawa; W/O E. E. CORFIELD, B.C.; P/O R. E. COUNTESS, North Malden, Ont.; S/L E. W. COWAN, Ottawa; W/O A. H. BROS-LAND, Toronto; P/O W. W. GRAWLEY, Montreal; P/O L. W. CUMING, White-wood, Sask.; P/S G. A. DANCEY, P/L J. L. DECHOU, DFC, Drummondville, Que.; P/O G. DEVAINEY, Edmonton; F/L R. J. DICNEY, Edmonton; P/O J. L. DOBBYN, Dand, Man.; P/O J. DOIG, Winnipeg; P/O G. O. DOUGLASS, Station, N.B.; P/O J. A. DUCHARME, Montreal; P/O K. V. DUFFIELD, Toronto; P/O J. DUNCAN, Vancouver; P/O G. M. HUNKLEY, Guelph, Ont.; P/O G. G. DUPUIS, Regina; P/O H. ELLIS, Toronto; P/S B. E. FINDLAY, W/O A. J. D. FOX, Springfield, Ont.; W/O J. FREEMAN, Milliken, Ont.; P/O G. GIBSON, Edmonton; P/O H. W. GILKEY, Oregon, USA; P/S R. T. GRIFFITHS, Saskatoon, Sask.; P/O N. G. CZOWSKI, Ohio, USA; P/O H. HARRIGAN, Toronto; P/O J. O. HATCHWELL, Toronto; P/O C. W. HAY, Verdun, Que.; P/O F. W. HEINEN, Regina; P/O A. T. HOOK, Toronto; P/O J. HORN, Regina; F/S B. HUNTER, MacNutt, Sask.; P/O J. KING, Hamilton; P/O W. E. KRAMPE, Quebec City; P/O M. KWAS, Melville, Sask.; P/O W. E. LAFRANCE, Windsor, Ont.; P/O V. M. LIBAN, Windsor, Ont.; P/S J. A. LEBOLDUS, Vankov, Sask.; P/O A. G. LETCHER, Windsor, Ont.; P/O W. R. M. LOVE, USA; P/O B. E. LYNN, P/O N. A. MACAULAY, New Westminster, B.C.; Sgt. J. A. McEWEN, Fresno, Ont.; P/O V. H. MCKEOWN, Brantford, Ont.; P/O J. M. McLEOD, Capreol, Ont.; P/O W. H. MARTIN, Woodstock, Ont.; P/O A. P. MAZUR, Toronto; P/O N. MELNICK, Saskatoon, Sask.; S/L H. W. METZLER, Fort William, Ont.; P/O F. W. MORRIS, Hamilton, Ont.; P/S J. R. E. NADEAU, Montreal; P/O H. HOLM, F/O C. E. O'BRIEN, Toronto; Sgt. J. H. OVERHOLT, Eastwood, Ont.; P/O T. S. PARKER, Watakwim, Alta.; P/O J. P. PADDY, St. Boniface, Man.; W/O L. H. PATTERSON, Melfort, Sask.; F/S J. L. PICHE, Ottawa; F/S C. M. PRICE, Toronto; P/O E. R. PROUD, Eden Grove, Ont.; P/O L. J. PULHAM, Brantford, Ont.; P/O D. A. RAE, Regina; F/S C. E. RICHARDS, Saint John, N.B.; F/L W. A. ROBERTS, Mississauga, Ont.; P/O R. W. ROBERTSHAW, Toronto; Sgt. W. K. RODGERS, Montreal; P/S E. P. A. ROWE, Chateaugay, Que.; P/O J. E. SAUVE, Richmond, Que.; P/O C. L. SCOTT, St. Charles, P.E.I.; P/O A. E. SCALY, Toronto; P/O C. A. SHERWOOD, Campbellton, N.B.; P/O H. L. SHORTLIFFE, Edmonton; P/O L. L. SMITH, Addison, Ont.; P/O K. A. SOLMUNDSSON, Riverton, Man.; Sgt. R. H. STANLEY, Clarendon, Alta.; P/O C. THOMPSON; P/O R. J. THOMPSON, Fording, Sask.; P/O T. A. THOMPSON, Oakton, Man.; P/S J. G. THOMLINSON, Winnipeg; P/O R. G. VAN FLEET, Hamilton; F/S P. H. G. VINCENT, Vancouver; P/O R. P. WAD-DINGHAM, Windsor, Ont.; P/O T. E. WILKINSON, Toronto; P/O C. E. WINTERS, Millmay, Ont.; W/O J. J. ZUNTI, Luskland, Sask.

KILLED OR INJURED IN ACTION
F/L A. H. MANWARING, Toronto.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED ON ACTIVE SERVICE, NOW PRESUMED KILLED ON ACTIVE SERVICE
P/O R. A. McDONALD, Kedgwick, N.B.

PREVIOUSLY REPORTED MISSING, NOW PRESUMED KILLED ON ACTIVE SERVICE
P/O A. NOVA, Melville, Sask.; P/S J. PERKINS, Winnipeg.

Worship at War

Chaplain Ends OS Tour

In a dispersal hut on a Spitfire airfield in Malta, 60 airmen sat about on chairs and on the floor at a church service held by a rotund Canadian chaplain from Toronto, known warmly as "Friar Tuck." The portly padre was S/L Ernest Harston, senior Protestant padre, RCAF, Middle East.

The pilots were dressed in Mae Wests and flying kit that sunny Sunday, for Sicily and Italy were still in Axis hands and Malta was enduring its daily trial. Sirens wailed as the service began and a few of Friar Tuck's congregation sidled out of the room to run for their kites.

The first hymn was accompanied by the deep roaring of Merlin engines. As the singing ended, another flight was scrambled. Before the padre began the sermon more of the squadron were called to action.

"There were only nine men left by the end of the sermon, but I can honestly say the service lost none of its solemnity," said S/L Harston. "The memory of that service still moves me as I think of the spirit that filled the room as those men worshipped with me while waiting to be called into the sky to risk their lives."

The service was described as S/L Harston was passing through the Repat Depot on his way home after 175,000 miles and four years' service overseas. He had been responsible for the spiritual welfare of Canadians serving in an enormous area, including the entire continent of Africa, a big chunk of Asia, including Arabia, Syria, Iraq, Iran, Madagascar, Mauritius and part of India and Southern Europe, including Sicily, Italy and recently Greece.

No one could adequately cover such a vast parish, but Harston did a manly, energetic job of trying. Veteran of 3 1/2 years' service in the 1st Great War he was minister of Belfair United Church in Toronto when he enlisted in the RCAF to become Camp Borden's first padre.

In his 175,000 miles he has logged 806 flying hours, more than some of Bomber Command's veteran air crew and



S/L Harston chats with W/C (now Group Captain) D. S. Patterson, Montreal, former CO RCAF District HQ Middle East, Cairo.

certainly a record for an RCAF padre.

For him, records are commonplace. He is the only RCAF chaplain to wear the Africa Star; the second RCAF padre to come overseas, he has had longer continuous service than any other; he is the only Canadian to be named Official Chaplain, Middle East Command; he has

taken 4,700 photographs on three continents.

"I think the thrill of my life was to preach a service in the Church of Scotland in the city of Jerusalem," he said. "But I can never forget that service in Malta and one of my proudest possessions is a little silver Maltese cross given to me by the boys of the squadron when I left."

COMMISSIONED

- AIR BOMBERS. N. J. R. BROWN, Montreal; A. MANN, Newcastle, B.C.; K. A. MILLER, Toronto; ... PILOTS. R. D. A. BECKER, Ponca Coups, B.C.; B. C. CAMPBELL, Toronto; ... WIRELESS OPERATORS. J. S. M. GIBB, Vancouver; H. H. HARDER, Moosemin, Sask.; ... NAVIGATORS. B. J. BROPHY, Harrison Corners, Ont.; O. P. LAWSON, Orillia, Ont.; ... EQUIPMENT. J. S. BROWN, Minnedosa, Man.; S. C. LOREE, Flin Flon, Man.; H. H. NAISH, Humberton, Ont.; H. BISHOP, Grand Falls, N.B.; R. H. DAVIES, Sauli Ste. Marie.

HALIFAX CREW MOVES BLOOD

Bomber Group Answers Call From Continent

Airmen in a Canadian Halifax bomber varied their usual practice recently by carrying blood instead of spilling it. The occasion was an emergency call from the Continent for bottled blood. With RAF Ferry Command aircraft unable to answer the summons, RCAF Bomber Group supplied the urgently-needed transportation.

Piloted by S/L Ed Spence, Sydney, N.S., the Halifax carried the blood from a northeast collection centre to the main depot, from which it was later flown directly to the Europe battlefields.

Coincidence is that most of the blood aboard the plane came from Canadian veins, donated by personnel of the Beaver Base in RCAF Bomber Group.

When RAF Ferry Command was unable to fly the blood to the main depot, Dr. Wm. Stuart Stanbury, regional transfusion officer in the northeast, called on G/C R. Lane, DSO, DFC and Bar, for assistance. Dr. Stanbury himself is a Canadian, native of Exeter, Ont., and a graduate of the University of Toronto.

RCAF BOMBER GROUP TOTAL

An examination of the record of the RCAF Bomber Group in England reveals an outstanding performance since it went into operation as a group on January 1, 1943.

In 1943 it dropped a bomb load of 13,639 tons. In 1944 the tonnage was 86,504 and in the first four months of 1945 the total was 25,432 tons. None of these figures include the weight of mines laid.

The Group's record shows up well in total numbers of sorties for these periods. In 1943 it flew 7,353, in 1944 it flew 25,155 and during the first four months of 1945 it flew 7,893 sorties.

Indication of the high standing of the Group in Bomber Command is the fact that in August, 1944, the Canadian Bomber Group led all other groups with 3,700 sorties and dropped 14,000 tons, more than the Germans dropped on London during the entire war.

CANADIAN AIRCRAFT PILE UP IMPRESSIVE OPERATION LIST

Roundup Shows RCAF Airmen Held End Up in Great Aerial Attacks

Since the first RCAF squadron became operational in the United Kingdom on August 17, 1940, RCAF squadrons in all RAF commands flew a total of 216,664 sorties for 566,992 operational hours up to April 15, 1945.

Playing a major role in Bomber Command's job of pulverising enemy targets, Canadian Bomber Group since it began operations on January 1, 1943, until the end of April, 1945, plastered the Reich and Nazi-held territory with 125,575 tons of bombs. During the same period aircraft of the Group, many of them giant Canadian-built Lancasters, flew a total of 48,967 sorties for 262,892 flying hours.

Canadian squadrons in Coastal Command have flown thousands of wearying hours over lonely wastes of Atlantic and other oceans. They have been credited with many U-boats destroyed or damaged. No less thorough a job has been done by Canadian transport squadrons operating in all parts of the world.

Figures released by RCAF Overseas HQ show that up to April 15, 1945, enemy aircraft destroyed by Canadian squadrons totalled 1,241. In addition 142 aircraft were probably destroyed and 607 damaged.

RCAF squadrons of Fighter, Bomber and Coastal commands destroyed more than 3,000 enemy transport vehicles and 700 locomotives, not to mention petrol tanks, dumps, shipping, radio and gun installations. These figures do not take into account scores of Canadians flying with RAF squadrons.

Between October 1, 1944, and April 28, 1945, Canadian fighter aircraft alone flew 26,163 sorties for the loss of 184 aircraft. They destroyed in this period 236 enemy aircraft, made 1,600 cuts in rail communications, 958 enemy transports, 516 railway cars, 92 locomotives destroyed, and 632 damaged. In addition, two medium-sized ships, one light cruiser, 6 "E" boats, 97 barges

Table with 3 columns: Command, Sorties, Hours. Rows include Fighter, Bomber, Coastal, Transport, and Total.

SURRENDER SEQUEL

ON CONTINENT

Outside the station movie house somebody let go with a revolver shot. It was 8.30 in the evening and a handful of erks and officers waiting for the second show at nine o'clock paid no attention.

Then came two more revolver shots. A Bofors ack-ack gun let go a few belts, and a machine-gun went into action. There were more revolver shots. Everyone crowded to the entrance to see what was happening. An erk puffed up and said, "The war's over, they say."

The tattoo outside reached an eardrum-piercing pitch. Fireworks left behind by the Hun when the Canadians took over the airfield in Germany lit up the air. Bonfires dotted the field, and within a few minutes were all over the countryside as nearby units commenced their celebrations.

That was how the war ended for more than 2,000 RCAF men on a forward base in Germany, which is shared by a fighter-reece wing and a Spitfire wing. Nobody was quite sure what the radio had said. Everybody wondered about Norway, and weren't the Yanks and Russians still fighting down south somewhere?

After that no one cared. Guns racketed in all directions. Red, white and green flares went popping up all over the field bursting in multi-colored sprays overhead.

In its green, box-shaped van the teletype machine was trying to say something. It started, stuttered, then quit and started again. Then came the message:

Coastal Liberator Belts U-Boat, Merchant Vessel

While operating on night patrol, an RAF Coastal Command Liberator recently hunted down and attacked a U-boat and enemy merchant vessel. Members of the crew included F/O R. F. Lindsey, Toronto, navigator, and W/O E. G. Pawlak, Empress, Alta., wireless operator air gunner.

The crew spotted their first target shortly after the start of their routine patrol. The merchant ship, fully laden, was travelling at a 10-knot speed when they attacked it with depth charges and 100 rounds of machine-gun fire.

Three hours later they spotted a fully surfaced U-boat, cutting through the water at a high speed. The enemy craft was illuminated by the aircraft's searchlight and subsequently attacked without opposition. Taken completely by surprise, the Nazi gunners were not at action stations and the bomber had no difficulty in securing a perfect straddle with their remaining depth charges.

The gunners, firing 400 rounds, also scored repeated hits against the submarine as the aircraft flew over the U-boat's conning tower.

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GROUP HEAVIES FLY PRISONERS OFF CONTINENT

Canadian Bombers Started on VE-Day

Air crew from the Lion, Tiger, Bison and Porcupine squadrons have been flying their Lancasters to the Continent to bring back POWs to England. They made their initial trip on VE-Day to an airfield near Brussels.

"To-day we brought back 24 Sikhs who had been captured at Abbeville, France, in 1941," said F/L E. H. Gardner, Saskatoon, navigator with the Lion squadron on his second tour. "Although they could not talk English they were quite proud of the fact that five members of their regiment had won the coveted VC."

"I really got a big thrill out of the trip," related S/L R. C. Deegan, DFC, Smith Falls, Ont., of the Lion squadron. "I can think of no better way to end up our flying activities over here than flying these boys back. The party I had to-day were mostly members of the RAF. They told me if it had not been for the Red Cross parcels they would have all starved to death while in the prison camp."

FIGHTERS' SET KILLS RECORD

Canadian Airmen Break Own Mark

Scoring figures tabulated recently reveal that the top-ranking Canadian fighter wing shot down 58 enemy aircraft last month to break its own record of 56 established in July, 1944. The month's victories raised the wing's score to 371 German aircraft destroyed since its inception, the highest score in 2nd TAF.

The last aircraft, a FW190, was shot down by F/O Mike Doyle, Montreal, as the German attempted to dive-bomb a bridge across the Elbe. P/O Owen Watt, Toronto, was with Doyle and saw the 190 crash and explode.

On the final sortie in April S/L Dave Boyd, Clarkson, Ont., led his squadron in an attack on a formation of Me109s which resulted in the destruction of five and damaging two others. Boyd accounted for two shot down and another damaged. Earlier in the day, other squadrons of the wing had shot down nine and damaged six.

Other pilots who scored during the engagement by Boyd's squadron, were F/L Lloyd Stewart, Fairy Hill, Sask.; F/L R. E. Barker, Vancouver, and F/L Don Pieri, Toronto. They each shot down a 109.

The wing's total for the day included 15 destroyed, eight damaged. Of these, three were destroyed and four damaged on the ground.

INSTRUCTOR

His tour completed, F/O Fred Norman, Weston, Ont., bombardier with a Thunderbird squadron crew, has been retained by the squadron in an instructional capacity.

SUCCULENT DISH



A trio of Canucks sit down in a Mandalay street to slurp down a watermelon. F/Os Vernon Burns, Toronto, Arthur Racey, Paris, Ont., and P/O Frank Murphy, Montreal, seem to be enjoying the feed. (Official RCAF Photograph.)

RCAF-MANNED LIBS SUPPORT AMPHIBIOUS RANGOON DRIVE

Heavies Fly Through Monsoons In Pre-Dawn Assault on Japs

Many Canadian crews, flying RAF Liberator bombers of the Strategic Air Force, contributed to the all-out air support given to the amphibious assault on Rangoon. Beginning shortly after dawn on D-minus One, waves of heavies unloaded their bombs on Japanese gun positions along the Rangoon river, covering the channel up which the landing craft had to pass.

S/L J. M. Stroud, Hamilton, Ont., led one flight in the first attack. His flight flew through heavy pre-monsoon rain storms to reach the target and were forced down low to bomb from beneath the cloud base.

Members of Stroud's crew included F/O A. D. Skirrow, Stewartfield, Alta., and F/O Wilson Sturt, Vancouver.

P/O Howard Hughes, North Bay, Ont., also attacked from a low altitude but encountered no fire from the Jap gun positions. "There wasn't so much as an old lady with a shot-gun," he remarked. F/O Ed Rawson, Kamloops, B.C., and F/O Walter Thorburn, Winnipeg, flew in Hughes' crew.

Crew after crew reported good results despite the weather handicap. F/O G. H. Waite, Toronto, was among the air bombers who saw their bombs straddle the targets. P/O Peter Slanchuk, Wishart, Sask., reported accurate strikes.

W/C G. Bryan N. Sparks, Walkerville, Ont., commanded

one of the squadrons engaged in the operation. Flight commanders included S/L A. F. Brown, Grand Forks, B.C., and F/L T. W. Watson, Vernon, B.C.

Other Canadians in the attack included P/O J. G. Kinnon, Magog, Que.; F/O John Farr, Brantford, Ont.; Sgt. Bob Jamieson, Vancouver; F/L Stewart Hamilton, Montreal; F/L W. M. Berthwick, Vancouver; F/O E. R. Kennedy, Francis, Sask.; F/O Charles Nesbitt, Victoria; Sgt. R. Meredith, Vancouver; F/O William Drew, Timmins, Ont.; F/S Edward Kearns, Toronto; P/O G. H. Tetlock, St. Vital, Man.; F/S H. R. Taylor, Toronto; Sgt. G. Waide, Cranbrook, B.C.; F/O J. D. Robson, Haney, B.C.; F/O S. Kinner, Toronto; Sgt. M. Ketyk, Rouin, Que.; P/O E. G. Smuin, Penticton, B.C.; P/O M. L. Chernopysky, High Prairie, Alta.; P/O Ted McDermott, Saskatoon; F/O M. E. Hill, Waterloo, Ont.; and F/S G. A. Robinson, Prospect Lake, B.C.

Sunderland Straddles Sub On Routine Training Trip

Out on a routine training flight recently, prior to the Nazi surrender, an RCAF Coastal Command Sunderland flying boat crew led by F/L R. W. Berryman, Vancouver, spotted a German submarine sneaking through the water.

The Canadian airmen little thought of encountering a U-boat but, as a precautionary measure, the aircraft was carrying a full load of depth charges. F/O H. T. Hitchcock, the front gunner saw the sub and orders were given for an immediate attack. Berryman, in the attack which followed, dropped the entire load on top of the sub's conning tower. Immediately after the charges

exploded, a light blue oil patch 10 yards in diameter floated to the surface, but no further trace of the sub was seen.

Other Canadians in the crew were: F/L C. M. Turnbull, Toronto, second pilot; F/L C. R. Stampe, Toronto, squadron navigation leader; F/O L. C. Johnston, North Sydney, N.S., third pilot; F/L F. A. Crick, Regina, navigator; F/O P. H. Garraway, Vancouver, and F/O A. D. Punn, Broadview, Sask., flight engineers; F/O A. W. Gallop, Juniper, N.B., and W/O R. Walters, Scranton, Pa., both wireless operator air gunners.

GOOSE TEACHER

After more than 30 bombing missions, F/O Don McKinnon, Montreal, navigator, is being retained by the Goose squadron as an instructor.

Hard Candy In Tins Best For Burma Front Parcels

Burma.—"Don't send tea or soft chocolates to the boys in India or Burma, but send hard candy, packed in tin cans, and fruit powders," advises Charles Foss, Saint John, N.B., Canadian Legion War Services supervisor for the India and Burma-based RCAF transport squadrons.

"Gift parcels needed by the boys in this theatre are very different from those desired in the European theatre," said Foss. "You can readily understand why items should be packed in tins as much as possible. I find that the boys like such tinned goods as sardines, lobster—even spam—peanut butter, pickles, prepared chocolate or coffee, and homemade jams and jellies for those night snacks." Soaps and tooth paste are obtainable even in the forward areas, he stated, but razor blades are appreciated. "Reading material, particularly the latest novels, are always welcome, and the funny papers are eagerly passed around," said Foss.

FREED

Streams of RCAF personnel recently released from prison camps in Germany, continued to pass through the reception centre at Bournemouth in recent weeks. Following is a list of some of the released men.

W/O A. W. Brown, Montreal; W/O D. C. Cockwill, Edgeley, Sask.; F/S A. C. Bellisle, Toronto; W/O H. J. Daly, Montreal; W/O D. L. Evans, Toronto; W/O J. H. Ferguson, Moosomin, Sask.; W/O A. Fijal, Middlechurch, Man.; W/O R. G. Findlow, Trail, B.C.; F/O R. Fuller, Alida, Sask.; F/O A. T. Hinchliffe, North Vancouver; F/O M. M. Hoffberg, Toronto; W/O R. F. Kennett, Fillmore, Sask.; W/O W. C. Kerr, Saskatoon; W/O K. R. Kettleworth, Mimico, Ont.; W/O R. G. Killwyn, Ewell, Surrey; P/O J. P. Lee, Perth, Ont.; W/O L. J. Lindsey, Vancouver Island; W/O W. A. MacDonald, Sidney, N.S.; S/L H. F. Marcou, Slateford, Scotland; F/L W. D. Pearce, Toronto; W/O E. J. Scott, Kimberley, B.C.; W/O C. H. Tobias, Morden, Man.; W/O J. P. Wilson, Georgetown, Ont.; W/O F. G. W. Adams, Toronto; F/O L. C. Bannister, Sarnia, Ont.; P/O J. A. Bartlett, Montreal; W/O F. W. Barry, Edmonton; F/O W. G. Bridgeman, Bradwardine, Man.; F/O G. Bull, Westboro, Ont.; W/O J. G. Cameron, Toronto; W/O P. R. Carpenter, Houston, Texas; W/O J. A. Coughlin, Saskatoon; W/O F. A. Dunn, Deville, Alta.; W/O R. W. Featherstone, Lemberg, Sask.; W/O R. Ferguson, Brooklyn, N.Y.; W/O F. G. S. Fox, Lunenburg, N.S.; W/O C. G. Fraser, Ripley, Ont.; W/O G. W. Gibb, Abbotsford, Que.; W/O D. M. Godard, Hamilton, Ont.; F/O C. Herriot, Lancer, Sask.; W/O J. R. Hooley, St. Lambert, Que.; P/O J. A. Horwood, Detroit, Mich.; W/O H. R. James, Toronto; F/O W. J. B. Jarvis, Orillia, Ont.; W/O J. N. Kirk, Hamlet, Man.; W/O A. R. Lacjarite, Sherbrooke, Que.; W/O J. J. R. Lantot, Montreal; F/O S. E. Lewis, Toronto; W/O J. Lavasseur, Edmonton, N.B.; F/O I. A. McPhee, Sault Ste. Marie; F/L D. McKay, Swift Current, Sask.; W/O K. MacEachern, Ottawa; W/O N. R. McKinley, Alona, N.B.; W/O J. D. Murray, Sarnia, Ont.; W/O G. V. Neale, Hamilton, Ont.; F/O P. Mikalchuk, St. Boniface, Man.; P/O W. McGehie, Rosedale, Alta.; F/O M. D. Parke-Taylor, Saint John, N.B.; W/O F. J. S. Pearce, Barré, Ont.; F/L G. L. Robinson, Aldershot, Ont.; F/O G. R. Renwick, Fairlight, Sask.; F/O R. G. Reid, Edmonton; F/O L. W. Rawluk, Saskatoon; F/O H. E. Sjoquist, New Westminster, B.C.; F/O H. J. Somers, Regina; F/L W. J. Shaver, Bourlamaque, Que.; F/O D. L. Temple, Vancouver; W/O W. N. Tatham, Keliker, Sask.; W/O A. J. Tysowski, Verigan, Sask.; F/O W. B. Taylor, Fredericton; F/O M. E. Vachon, Vancouver; P/O A. V. Padgham, Lethbridge, Alta.; W/O J. Pluta, Hafford, Sask.; F/L G. R. Foster, St. Laurent, Que.



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TWO DSOs HIGHLIGHT GONG LIST FOR CANADIAN AIRMEN

Hamilton Navigator Earns High Decoration for Lengthy Service

Immediate DSOs have been awarded S/L Jack V. Watts, DFC, Hamilton, Ont., and S/L John Thomas Hall, DFC, Calgary, Alta., in a recent list of 29 awards to Canadian fliers announced in the *London Gazette*. The decorations include four immediate DFCs, one immediate DFM, two non-immediate Bars to the DFC, and 20 non-immediate DFCs.

S/L Watts has completed more than 100 sorties and his efficiency as a navigator has contributed much to the success of his unit in its attacks against the enemy the *Gazette* reports. S/L Hall has completed many sorties against enemy targets including some of the most heavily defended.

Receiving an immediate DFC is W/C Frederick R. Sharp, Trenton, Ont., Goose squadron commander. On one occasion his aircraft was attacked by an enemy fighter while the bomb doors of his aircraft were open preparatory to bombing. He carried out successful evasive action and pressed home his attack.

Also receiving immediate DFCs are F/L John Maurice Wallace, Halifax, Leaside squadron pilot; F/L Paul Smith Barton, Oshawa, Ont., City of Toronto squadron pilot; and F/L Charles F. B. Stevens, Westmount, Que., City of Sudbury squadron pilot.

F/L Barton is a veteran of many photo-recce missions. He once completed a mission in the Rees area despite heavy enemy fire, and then on his own initiative reconnoitred the whole of the Rhine river between Emmerich and Wesel.

F/L Stevens has made many recce missions over battle areas and has obtained excellent photos often in the face of much opposition. On one occasion his aircraft was struck by an enemy ack-ack shell at low level. The canopy of his machine was ripped away and a hole torn in the frame of the plane but he completed his mission and returned with valuable pictures of a heavily defended river line.

W/O Cresswell E. Jones, mid-upper gunner, receives an immediate DFM. He is cited for his skill in defending his bomber against enemy fighters and has assisted in the destruction of at least one enemy attacker. He also is cited for his work in extinguishing a fire which broke out near his turret, although he sustained burns and was nearly exhausted before he was able to put out the flames.

F/L Donald A. MacFadyen, DFC, Toronto, pilot with the Lynx squadron, receives an immediate Bar to his DFC. Since winning the DFC he has destroyed another five enemy aircraft, for a total of at least nine enemy planes and five flying bombs. S/L Cameron J. W. Taylor, DFC, of the Demon squadron, also receives a Bar to the DFC.

Non-immediate DFCs are awarded to S/Ls James E. Collier, Portage la Prairie, Man.; Forbes S. Gilbertson, Toronto; F/Ls Donald A. B. Smiley, Perth, Ont.; Charles K. Arnold, Parkersburg, W. Va.; Walter G. Dinsdale, Brandon, Man.; John H. Donovan, Toronto; Elgin G. Ireland, Toronto; Angus M. Lott, Sarnia, Ont.; James R. MacElwain, Saint John, N.B.; Cecil D. Myers, New Westminster, B.C.; Louis H. Parker, Toronto; J. D. Taylor, Victoria; John J. Winship, Elmwood, Man.; Roderick J. Dunphy, Winnipeg.

F/Os John William Bradford, Hamilton, Ont.; John Edwards Dunn, St. Boniface, Man.; William E. Suddick, Toronto; William Inverarity, Tudor, Alta.; and James Ernest Taylor, Athabasca, Alta.; and P/O Clifford N. Mee, Morrin, Alta.

Canuck Food Parcels Help Feed Starving in Belsen

Canadians attached to a Spitfire wing and a Typhoon wing located near the notorious Belsen concentration camp, recently collected food articles from home and donated them to the starving inmates in an effort to stem the death rate. Food from the Spitfire Wing is credited with saving 500 or more lives. Supplies contributed by the Typhoon Wing had to be transported in two trucks.

The trucks arrived at the camp when the soup rations were being handed out to the skeleton-like residents. The emancipated crowds watched silently as the precious supplies were unloaded.

S/L D. A. Brownlee, Ottawa, SAO on the mobile airfield, reported: "They told us at the camp that those supplies would give a guarantee of at least one good meal tomorrow for everyone."

Surplus food supplied from the mess was delivered earlier by F/O Nicholas Nasedkin, Peace River, Alta., including 200 loaves of white bread.

"Some of the people who crowded around the kitchen when we delivered the stuff said they hadn't seen white bread for five years, but they wouldn't touch it. It was for the very sick and the very weak," Nasedkin related.

Supplies, besides all forms of tinned food, included 125,550 cigarettes, many candy rations, toilet goods and even two bottles of Passover wine.

Luftwaffe Flight To Norway Spiked

Three City of Montreal squadron pilots learned that Luftwaffe pilots were ordered to fly to Norway from Denmark shortly before the 8 o'clock surrender to British Army forces.

They were F/O Peter Hay, Ottawa, F/O Raymond E. Oldfin, Vancouver, and F/O Alfred Richards, Clair, Sask., who visited a nearby Tempest air-

HUNS LAND AT ALLIED DROME

Germany.—A Ju52 landed at the field here at first light recently, taxied to the edge of the field near a Canadian Spitfire squadron dispersal area, and its four occupants surrendered to astonished ground crew men.

Airmen who surrounded the crew as they stepped from the aircraft escorted them to Wing HQ, where the night intelligence and operations officers, F/L H. H. Skelton, Montreal, and F/L Charles Fox, DFC and Bar, Guelph, were on duty.

The prisoners were questioned briefly and turned over to service police to be held until interrogation officers arrived.

The Ju52, a tri-motor job, is roughly the German equivalent of the Allied Dakota. It appeared that one of the Luftwaffe men had had his morning shave en route to the field, as a wet towel and shaving kit were left in the machine. Each man had personal kit with him.

field to inspect various types of captured enemy aircraft. The German ack-ack crews were ordered to fire on their own aircraft if the pilots attempted to fly south to surrender.



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Gillette in battledress

"Standard" Gillette Blades (plain steel) 2d each, including Purchase Tax. Fit all Gillette razors, old or new. If you can't always get them, remember they're worth trying for! Production still restricted.

FIGHTERS KILL 40 KRAUTS IN BRIDGE COVER

Non-Stop Patrol Strymies Germans

Despite bad flying weather, more than 40 enemy aircraft were shot down or damaged with no loss to us in 2nd TAF attacks on Luftwaffe aircraft operating against the Lauen-bridgehead recently.

Four Spitfires discovered a newly-built airstrip which the Luftwaffe was using at Banzkow, due south of Schwerin, and well camouflaged. As soon as the discovery was reported, 83 Group Spitfires kept a non-stop patrol over the field, and up to six o'clock shot down 21 enemy aircraft, probably shot down one and damaged five more without loss. Most of the combats occurred over the new airfield when FW190s were intercepted in attempts to attack our ground forces across the Elbe.

Most of the kills went to the wing commanded by G/C Johnny Johnson, DSO and two Bars, DFC and Bar, which set up a new record by destroying over 70 enemy aircraft in April alone.

"The German fear of the Spitfires has reached a new height," said G/C Johnson. "Ten Hun fighters were in such a hurry to escape from four Spitfires at Schwerin that they unloaded their bombs on the town and the airfield. In another combat a German pilot baled out before we got a shot at him."

SECOND TOUR

Midway through his second tour, S/L H. N. Saunders, DFC, Fort Qu'Appelle, Sask., has been named a flight commander in the Swordfish squadron led by W/C F. W. Ball, St. Thomas, Ont.

Canadian Padre, Nun Meet In Burmese Leper Colony

Roman Catholic chaplain of an RCAF transport squadron in Burma, S/L M. J. Belanger, Ottawa, recently interviewed a Canadian nun, member of a group of sisters who went through the Japanese occupation of that country. The nun, M. Marie de St. Theofroy, the former Arthemise Plamondon, Quebec City, is a member of the Franciscan Missionaries of Mary She and the other sisters operate a leper colony near Mandalay.

Until the liberation of Mandalay area brought relief, the colony had several times undergone bombardment and at one time it had become a battleground during the fight.

"The British were on one side of us and the Japs on the other, their lines only a few hundred yards apart," she relates. "A number of artillery shells struck the grounds and one of our priests was killed."

On the advice of a British messenger, everyone except the Mother Superior and a few others to care for the worst cases left



In front of their sun-drenched Burma billet Canadians read, write and relax. Left to right: F/O Bob Bullock, Kitchener, Ont.; F/O Joe Manley, Toronto; F/O Louis Hanover, Niagara Falls; F/O Art Jeal, Calgary; F/O George Dungey, Collingwood, Ont.

(Official RCAF Photograph.)

Homeward Bound

Among personnel of the RCAF who passed through the repatriation depot en route to Canada were the following:—

F/L J. G. Aldrich, Calgary; S/L Edward G. St. Jean, DFC, Ottawa; F/L Eric Inch, New Jerusalem, N.B.; F/O J. H. Evans, DFM, Waterloo, Ont.; F/L R. W. Ellis, DFM, Rothesay, N.B.; Sgt. Albert Bainbridge, Victoria; P/O J. G. Britton, Parkesville, B.C.; F/L Robert Dew, Kirkland Lake, Ont.; F/L F. J. Mortiz, DFM, Gull Lake, Sask.; F/O A. G. Stark, DFC, Meadow Lake, Sask.; P/O Cyril Ferris, DFC, Calgary; W/C Frederick Frank Lambert, DSO, DFC, Saskatoon; F/O Bourbonnais, Ville St. Pierre, Que.; F/O T. S. Harvey, DFC, Hines Creek, Alta.; F/L O. W. Fonger, Toronto; LAW Ethel Edwardson, Toronto; LAW K. M. Scott, Toronto; F/L William Mason, DFC, Toledo, Ohio; F/O Robert Fraser, DFC, Gross Isle, Man.; F/O Ed Burke, DFC, Perth, Ont.

SUN BATH

MANITOBA GOLD MINE PLAYS PARENT TO SWORDFISH UNIT

Former Coastal Command Squadron Now One of RCAF Bomber Group's Finest

High spirits among Swordfish squadron fliers commanded by W/C F. W. Ball, St. Thomas, Ont., have soared even higher since announcement of their adoption by San Antonio Gold Mines in Bisset, Man. A letter from a mine official, C. F. Coswell, confirmed the adoption and RCAF Bomber Group's latest addition celebrated appropriately.

Although the Group's youngest member, the Swordfish unit is one of the older Canadian squadrons, formed in July, 1941, and serving in Coastal Command until July, 1944, when it transferred to its present parent.

Illustrious as coastal patrollers, the Swordfish boys did not take long to distinguish themselves with Bomber Group, and particularly within Beaver Base to which they are attached. The monthly pennant for all-round efficiency among Base squadrons has been theirs four times in their first seven months' operations on heavies. In the same period they have earned 45 DFCs and eight DFM's.

Currently on Halifaxes, the Swordfish first operated in Beauforts, then Blenheim, Hampdens, Wellingtons and Albacores, exclusively on Coastal work. Their victims included U-boats, E-boats, minesweepers, patrol vessels and sundry other craft.

Squadron spirit is second to none, and a good deal of the credit in this regard goes to F/L Arthur Carveth, Montreal and Toronto, adjutant. On top of his paper work he has added the job of organising entertainments and anything that will keep the boys happy.

Hamburg was the squadron's first heavy bombing target. Swordfish fliers were over Caen the night of August 7, on the raid which aided final capture of that stumbling block to troops of the Winnipeg Rifles, Princess Pat's Light Infantry, Winnipeg Grenadiers, Queen's Own Cameron Highlanders and other 'Peg soldiers.

Including the present CO, W/C Ball, there have been eight Swordfish bosses. First was a Canadian in the RAF, W/C E. L. Wurtele, Ottawa. Another Ottawa man followed him, W/C R. R. Dennis, who was succeeded by W/C W. W. Bean, Yarmouth, N.S. W/C G. H. D. Evans, DFC, an Englishman, was next, and he was followed by W/C C. G. Ruttan, DSO, Belleville, Ont., who was decorated for sinking a submarine on his first mission.

The late W/C J. G. McNeill, DFC, Halifax, N.S., was the next CO, and G/C, then W/C, L. H. Lecomte, DFC, Acton Vale, Que., succeeded him.

Sgt. G. K. Booth, Toronto, orderly room clerk, has been with the squadron for 2½ years, and Sgt. Pat Edge, Sioux Lookout, Ont., LAC J. L. S. Dunlop, Meccan, N.S., and LAC V. R. Fawthrop, Cornwall, Ont., also have long affiliations.

Award Announced For Goose Leader

Award of the DFC to W/C Fred R. Sharp, Trenton, Ont., and Moosomin, Sask., CO of the Goose bomber squadron, was announced recently in the London Gazette.

With close to 2,500 flying hours logged, W/C Sharp arrived overseas a year ago and is well on the way to completing his first tour. He flew the first few trips of the tour as a member of the Porcupine squadron.

"Ici et Là"

Plusieurs Montréalais viennent de finir leur premier tour d'opérations. Le lieutenant Marcel Talbot, rue Beaudry, est très heureux de retourner au pays. Il espère suivre un cours de mécanique. Sauf notre première mission tout s'est bien passé dit-il. Le sous-officier breveté Germain Marcell, rue Grand Tronc, a l'intention de poursuivre ses études, abandonnées au début de la guerre, à l'École des Beaux-Arts.

Le sous-lieutenant Benoit Paré, Ave Northcliffe, se propose d'étudier le dessin plastique avant de reprendre sa situation d'avant-guerre à la Québec Power. Le sous-lieutenant Marcel Letarte, rue Bordeaux qui avait pensé s'enrôler dans la "Légion Etrangère" a changé d'idée; il voudrait devenir "Buch-pilot."

Le sous-lieutenant Roger Hébert de Montréal qui vient de terminer son premier tour d'opérations espère retourner bientôt au Canada car il lui tarde de connaître son jeune fils, et de retrouver sa femme. Le lieutenant Georges Emile Chabot de St-Lambert vient lui aussi de terminer son tour et fait l'éloge de son navigateur et de tout l'équipage du "P'tit Oscar."

Le Sergent Louis Raby, de Hull, attaché au Quartier Général est actuellement en Service Temporaire à Bourneouth. Par un temps si chaud, il n'est pas mauvais d'être au bord de la mer, dit-il, c'est plus frais que sur "Piccadilly Circus."

Avec la Victoire, nos aviateurs ont pris quelques jours de congé. Le sous-officier breveté Emile Lemay de Québec a passé 7 jours à Londres tandis que le lieutenant Frank Savard de Montréal et son ami le Sergent de section Marcel Daoust de Lachute se rendaient à Cambridge. Le Sergent de section René Lafrance de Montréal qui a des amis à Harrogate a décidé de passer son congé dans cette ville.

Deux membres de l'escadrille des Alouettes ont aussi passé quelques jours à Londres; le lieutenant Léo Ladouceur rue Christophe Colomb et le sous-officier Léo Vigeant, rue Favard, tous deux de Montréal.

FLIGHT LEADER

A second tour man who arrived overseas in November, 1941, S/L C. P. Lundeen, DFC, DFM, Preeceville, Sask., has been promoted to that rank and appointed a flight commander with the Tiger squadron.



Admitted to the Ontario bar "in absentia" while an air-craftman at Toronto manning pool, F/O W. F. Lynch, Toronto, has completed a tour as navigator with a RAF Lancaster crew. F/O D. O. Walker, Elmvalle, Ont., was rear-gunner in the same crew. Over Merseburg, where they helped to knock out the giant Leuna synthetic oil plant, they ran into trouble with a Hun fighter, and played hide-and-seek with him for more than an hour. The German pilot attacked tenaciously time and again, but skilful evasive action threw him off. In the attack on Ulm the crew members carried a *News of the World* war correspondent with them. A piece of flak the size of his head tore through the fuselage, missing him by inches and giving him a first-hand illustration of the hazards of air warfare.

Despite plenty of excitement on their tour with a RAF bomber squadron, F/L A. R. H. Butler, pilot, St. Catharines, Ont., and F/O T. R. Pryde, his navigator, Exeter, Ont., count the flights on which they dropped food to the Dutch as the highlight of their experience. Their previous experiences included one parachute descent and one trip when their Lancaster was hit badly by flak. Fog blanketed their home airfield after the Christmas Eve attack on Cologne and they were diverted to another airfield near Blackpool, but it too was fogbound when they arrived. Since their petrol was running short they had to bale out.

F/S L. Cox, their air-bomber, Toronto, landed in a swamp. It was morning before some of the crew members, all wet to the skin, found their way out. On another trip, flak knocked out an engine and their oxygen system over Gelsenkirchen, but they made their way to base safely. On the food-missions to Holland they saw Dutch, old and young, thronging the streets and standing on the roofs to wave their thanks. A little boy waved a Dutch flag and someone produced a Union Jack. But the biggest surprise came when four Jerry soldiers on the beach waved to them, Butler relates. Butler is homeward bound.

On two consecutive trips F/L N. H. Armstrong, pilot, Vancouver, and his mid-upper gunner, F/S W. N. Elliott, Leask, Sask., were attacked by nightfighters. They escaped both times and recently completed their tour with a RAF Lancaster crew. On their 23rd trip they were attacked six times going in to bomb Nuremberg and twice on their way out. They saw several British bombers go down that night in the face of an all-out German effort to cripple Bomber Command. But on each attack Armstrong manoeuvred his Lancaster out of harm's way. The following night, on their way to Hanau, an Me110 made three attacks. The gunners claimed hits on the fighter's port side, and he broke away at the third try.

F/O S. W. Haakstad, La Glace, Alta., is wearing his hair cut pompadour these days. A chunk of flak cut through his helmet and lifted his hair where the Indians in his native province 50 years ago would have taken a scalp lock. A Canadian of Norwegian ancestry, Haakstad is air-bomber on a RAF Lancaster crew which had put in more than 20 trips before they began their spam-dropping flights over hungry Holland. On trip number 17, returning from Hildersheim, flak burst immediately above and struck Haakstad, who was sitting with the navigator after dropping his bombs. Six stitches closed the wound, which kept him two weeks in hospital. His pilot is F/L B. H. O'Neill, Sydney, N.S.

Mine laying, a highly specialised duty with Bomber Command requiring a high degree of skill and accurate navigation, has made up a considerable part of the tour which F/L A. H. Murton, Ottawa, recently completed. A pilot, he expects to be home shortly. F/O H. M. Bertling, Delhi, Ont., was his navigator. Nazi fighters, based in Denmark, were detailed to halt mine-laying operations, and Murton and his crew have seen fighter flares 70 miles out at sea. Not once, however, did a Hun fighter get close enough to them to give them a fatal burst. Flak holed them badly over Cologne while on their way to bomb Dortmund, and the hydraulics for the rear turret were crippled.

In more than 25 trips with a RAF Lancaster crew, F/O W. A. Bradshaw, air-bomber, estimates that he has dropped upwards of 300,000 pounds of high explosives in knocking out the Nazi war machine. His air-gunnery beat off an enemy fighter on their bombing run over Du'sburg, at the moment a bomber is most vulnerable to flak and fighters. Over Bottrop they shook off a fighter on the way into the target, bombed, then were holed by flak. Dresden, he believes, was his most successful target. Through ten-tenths cloud the glow of the burning city could be seen for 100 miles.

F/S A. J. Wilvers, rear-gunner, Sudbury, Ont., saw a 4,000-pounder pass 25 feet from his tail turret over Dortmund. A few seconds later another Lancaster whipped past 10 feet from his turret. Wilvers spent seven years underground in Froot Mines before taking to the air with the RCAF. Coned in searchlights over Kiel, his pilot took such evasive action that the aircraft went into a high-speed stall at 320 m.p.h. and fell 4,000 feet before it could be brought under control. F/S M. Gorbovitsky, Winnipeg, was air-bomber in his crew.

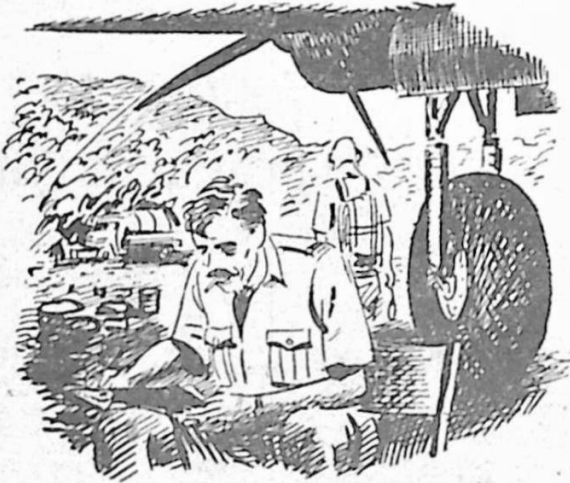
First RCAF Flier Freed by French

One of the first RCAF POWs to be released from a German prisoner camp by the French Army, F/S Edward Ossington, Granby, Que., is now in this country. He had been interned from January, 1944, until his release on April 21.

The Welsh-born air gunner, bailing out of his damaged bomber, had his foot caught in the framework, leaving him dangling. The force of his opened parachute freed him. When he landed he tried to strike out for the road but a flak wound in his foot prevented his carrying on. He met three German civilians who took care of him for the night but turned him over to the authorities next day.

ADJUTANT

Member of the RCAF permanent force since 1929, F/L C. W. Briggs, Ottawa, has been appointed adjutant of the station from which the Tiger and Porcupine squadrons operate.



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WITH THE RADIO MECHS.

RADIO ROUND-UP

Though 10,000 miles from his home in Kentville, N.S., Sgt. Charles Barnes, who specializes in radar, felt very much at home. He was in India and on one leave went to Kashmir where, at an altitude of nearly 10,000 feet, there were pine forests and four feet of snow.

"It was the most enjoyable leave I've ever had away from home," he declared when he returned to the UK on his way back to Canada. Overseas since 1941, he served in Britain with a Coastal Command Beaufort squadron before his posting to India. During his year and a half in India he travelled widely across the country.

Sgt. Corney Willms, Coal-dale, Alta., is another radar wallah who has seen India. Two of his four years overseas were spent in the Far East, but his most exciting moment came while he was in London before sailing for Canada. The entire wall of his hotel room was blown out by one of the last V-1s to reach the capital.

"I was still asleep at two minutes after eight in the morning, when the whole wall collapsed over me, showering bits of plaster everywhere," he said. "That was one morning I really did get up in time for breakfast."

Servicing secret radar equipment for RAF squadrons Willms travelled extensively in India and Ceylon during his two years there.

Other radar folks on their way home from the Far East are Sgt. Frank DeMarcedo, Victoria, B.C., and Sgt. David Jones, Victoria.

DeMarcedo served three years in India. Recently he married Nurse Maureen McKeon, Enfield, Middlesex.

NORTH ENGLAND

Congratulations to Herb Parkes who is now sporting two new tapes. Besides tooting a mean sax, Herb has also proven that he can harness the elusive electrons. The occasion was commemorated by the traditional elbow bending at the local.

Cpl. Johnny "Don Juan" Longden's leisure time on his days off has elicited quite a bit of conjecture amongst his fellow workers. "Westy" Westgate recently returned from leave spent in "Smoke." Vic Swirzon tells about some lazy evenings spent in front of an open fire-place while on his leave.

Jim Steele recently discovered that bicycles can be as treacherous as motor-cycles. His iron steed threw him and now he has one wrist in a cast and yards of sticking plaster entwined around his body.

"Reminds me," quoth Jim, "of the time my motorbike and I went sliding horizontally along the streetcar tracks in Vancouver, B.C., back in '39."

LAC Bob "Knobby" Clark has been posted to this unit. Knobby calls Toronto home. He has been here in England for almost three years and like the rest of us is saying "roll on that boat." He acquired his nickname over here but can't remember where or when. Welcome to the fold, Knobby.

Hun Radio Mechs Land at Canuck Field to Surrender

After circling a Canadian fighter field a harmless-looking German biplane landed and two German radio mechs surrendered to a Recce wing officer just a few days before the end of the war in Europe.

When the Nazi kite was seen first, Spitfires of the Wolf squadron, in readiness at the end of the runway, shot into the air. P/O Freddy Town, Orillia, Ont., was on the stranger's tail before he got his wheels up, but held his fire when he saw the biplane was about to land.

RAF Regiment ack-ack gunners spun their guns around to follow the plane in its somewhat faltering circuit of the field, but didn't fire because, they reported, one of the occupants was waving a white flag or handkerchief.

For a moment it looked as if a battle royal might develop at the end of the runway as members of the Canadian fighter and reconnaissance wings which share the base simultaneously got the idea the half-pint aircraft would make a fine souvenir.

When the plane landed two young fellows in Luftwaffe uniform climbed out of the aircraft, grinning happily with relief, and started to hand over their revolvers even before a Recce wing officer, who was first on the scene, could get his own gun out to capture them.

The Germans were quickly hustled off to the brig. Apparently their own airfield was about to be overrun by British or Russian troops. They commandeered the plane and went AWL cross-country.

COASTAL KITE PRODS ENEMY

Spotting an enemy convoy of six merchant vessels in the Skagerrak recently, F/L L. G. Thacker, Saint John, N.B., attacked despite the covering force which included two destroyers, three escort vessels and a balloon barrage.

Thacker was captain of a crew which included other Canadians F/O J. F. McFarlane, second pilot, Midland, Ont., F/O G. A. Bishop, navigator, Springvale, Maine, F/S A. A. Greenwood, Toronto, and F/S J. R. Goodland, Port Alberni, B.C., both wireless air gunners.

He was flying at only 200 feet when he saw the ships. They immediately opened up with accurate fire. His Halifax was struck in the nose with a chunk of flak but no one was hurt. Getting up to bombing level he made his attack, but was not able to observe results because it was necessary to take evasive action.

Enemy aircraft were approaching but Thacker made a clean getaway.

Tiffie Wing Hits 10,000 Flip Mark

Brownsburg Airmen Flies History Trip

Typhoon pilots of a Canadian wing recently completed their 10,000th sortie since landing in Europe. The sortie was made as Russian forces entered the TAF area at Wismar, 15 miles from the day's transportation targets near Gravesmuhler, east of Lubeck.

F/O William Birch, Brownsburg, Que., pilot with the City of Montreal squadron, flew the 10,000th trip.

"It was a marvellous show," he said. "We saw a lot of Met and knocked hell out of everything. I think we got 22 destroyed and 29 damaged."

The same morning, the City of Westmount squadron had an exciting flight west of Lubeck when two enemy observation aircraft were destroyed along with three railway coaches.

F/L James "Tex" Gray, San Antonio, Texas, destroyed a Fiesler Storch monoplane and F/L John H. Cook, Weston, Ont., destroyed a strange biplane.

MANDALAY MEDICO



Three Torontonians, Cpl. Jack Carter, Cpl. John Olubie and LAC Bruce Hanson, visit a doctor or "bone-setter" who has re-established his business in Mandalay now that the Nips have been cleared out. (Official RCAF Photograph.)

RCAF ASSISTS DANISH DRIVE

Dakota Crews Reach Copenhagen Field

RCAF personnel were among crews flying RAF Dakotas which were flagged into Copenhagen airfield on the afternoon of Saturday, May 5. It was the occasion of the formal occupation and surrender of a great city and air base.

The transports had fighter escort to Copenhagen but the fighters did not touch down. The unarmed Dakotas went in alone. Luftwaffe personnel, armed with rifles, held back the Danish crowd as the aircraft landed. After the Dakotas had unloaded men of the RAF Regiment, the Nazis were disarmed. By night-fall, 23 Dakotas carrying RAF Regiment airborne troops, RAF and RCAF officers, had arrived in the Danish capital.

Among the Canadians manning the Dakotas were F/L E. A. Hurd, Regina, Sask.; W/O J. Lads, Ottawa, Ont.; F/L N. A. Campbell, London, Ont.; F/O D. String, Cedar Grove, New Jersey; and W/O R. Laidlaw, Los Angeles, Calif.

BISON WORRIER

With service at stations in Canada and Newfoundland prior to his overseas posting last February, F/L J. J. Lalonde, Ottawa, has been appointed adjutant of the City of Lethbridge Bison squadron.

Mudd Meals Top Menus For Yorkshire Canucks

Few who have served with the RCAF Bomber Group or RAF squadrons in this part of the English Midlands will forget "Ma" Mudd, who lives in a little, old Yorkshire town noted for Ma's home cookin' and its tight concentration of seven pubs.

Dream Meals

For Ma's home is where hungry Canucks can get some of the best ham and eggs this side of the Atlantic. And maybe, if they have something special to celebrate and let Ma know in good time, she'll have chicken on the menu or even steak. Ever since RCAF personnel arrived in this part of England, Ma has opened her doors to its members.

"I've always felt sorry for the Canadian boys and girls being so far away from their people," she said, "and I always try to give them the things they liked best to eat at home."

Ma is a friendly, quiet-spoken woman of middle age, reminding you in a pleasant way of the history teacher back home, with her reddish-gold hair parted in the middle and drawn into a bun at the back.

Invariably, she will meet you at her front door and show you into a small but warm and homelike dining room. With a smile, she will take note of your dream about ham and eggs, and then retire to the kitchen to make the dream come true.

Institution

Accessible by bus or cycle, "The Dairy," as Ma's place is widely known, is unpretentious, much the same as any other ancient and plain house within the Roman-built town. There are no signs to indicate it is either a restaurant or a dairy, which, in its mute way, could signify a howling success. There are but stables and barns on one side and to the rear to indicate the

HEADQUARTER'S COLUMN

Victory Hop Saturday

Anyone and everyone who feels that his Victory celebrating could stand another dose of fun is invited to Headquarters' Victory Dance Saturday night at Seymour Hall, commencing at 7.30. The entertainment branch has again arranged for the Streamliners to give out with their magnetic appeal and a well-supplied bar plus ample food and prizes will be provided.

Wedding bells chimed last week for Sgt. Cliff Maitland of Equipment and LAW Bea MacMillan, Accounts. The popular pair have been receiving congratulations from all and sundry.

Girls' sports are progressing neatly with many games played in the ladies' softball league. Practices are underway for the mud football season with games planned against the Norwegian girls. Any girls looking for info about this novel sport can contact Sgt. Pennefather in the Reception branch.

International softball got underway last week with LIF weakening to allow the Yanks four runs in one innings and win 5 to 3 in a bang-up game.

The airmen's house league is dominated currently by DMS who chalked up two straight wins, defeating Dentals 14 to 3 and DAS 12-0. Other results were: Dentals 18, MT 5. CC5 beat P4 Casualties 22-7; Airmen's Pay outscored Records 14 to 13, and CC5 beat Equipment 9-3.

Swimming sessions on Friday nights at Seymour Hall are still going strong with both men and women splashing the heat-wave worries away.

HEADQUARTERS PERSONNEL IN CHURCH MARCH

Close to 1,400 officers, airmen and airwomen of RCAF Overseas Headquarters in Lincoln's Inn Fields and Knightsbridge, marched to churches in the Borough of Holborn Sunday, May 13, to attend Thanksgiving services for VE-Day. The parade was the largest the RCAF had ever staged in Holborn.

Headed by the Overseas Headquarters Band under S/L Martin Soundy, London, Ont., Director of Music, RCAF Overseas, the parade was in charge of S/L S. F. Hanlon, Ottawa.

Protestants, who comprised the bulk of the personnel, attended a service in the Church of St. Giles in the Fields at which officiated G/C G. O. Lightbourn, senior Protestant Chaplain, and W/C W. B. Willan. A squadron of Roman Catholic personnel marched to St. Patrick's Church in Soho Square, where G/C W. V. McCarthy, senior RC padre, officiated.

On the march back to Lincoln's Inn Fields, the parade passed a reviewing stand outside Holborn Town Hall, from which the Mayor of Holborn, Alderman Wilfred E. Mullen, J.P., took the salute. Mayor Mullen had with him on the dais the Mayoress, the Deputy Mayor and Deputy-Mayoress, and Air Commodore E. E. Middleton, CBE, Director of Personnel, RCAF Overseas.

Still later when the long column of men and women reached RCAF Headquarters in Lincoln's Inn Fields, Air Vice-Marshal C. R. Slemmon, CBE, Deputy ACC-in-C RCAF Overseas, took the salute.

An hour afterwards, a flight of WDs and a flight of airmen represented the RCAF in a parade to church which included military units and detachments of civil and other organisations located at Holborn.

Maintenance Unit Makes Records Despite Handicaps

Despite stifling temperatures, corroding monsoons and constant clouds of dust, the maintenance section of the RCAF India and Burma-based Elephant transport squadron is making new records for serviceability of aircraft. The squadron has flown an average of 4,000 hours monthly in the transportation of vital supplies to the 14th Army. In some months the hourage has topped 5,000.

With engines giving up at 500 hours instead of the usual 700 hour period, due to weather conditions, the repair and salvage unit found itself swamped with work. As a result the section did 27 engine changes in February and March which normally would have gone to the unit.

Working conditions for maintenance sections in India and Burma are vastly different from those in Canada. There are no hangars, and the squadron has been moving location about every three months, keeping pace with the advancing 14th Army.

Repairs and inspections take place alongside airstrips where

incessant landings and take-offs create a steady cloud of dust. The constant heat turns the interiors of the aircraft into furnaces, with temperatures of 160 degrees in a standing metal aircraft no exception.

In the monsoon period the heavy humidity and rains have a way of attacking the instruments. Wiring corrodes and gas tanks call for special attention.

F/L H. M. Webb, Caledonia, Ont., squadron engineering officer, gives credit for their fine record to the NCOs, riggers, fitters, instrument makers, wireless and radar mechanics who make up the section.

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Canadian Spitfires Rake Four German Airfields

Strafing Spitfires of a Canadian fighter wing attacked four German airfields recently to destroy seven and damage 19 enemy aircraft. One attack on a string of 12 aircraft was followed by a large explosion, smoke from which prevented any estimate of damage done.

Hornet squadron fighters destroyed four and damaged 14 on airdromes at Schwerin and Neustadt, while the Wolf squadron destroyed three and damaged five at Schwerin, Hagenow and the Baltic port of Travemunde, where they hit a combined land and seaplane base.

Best results came when S/L Tom DeCourcy, Windsor, Ont., led his Hornets down on a surprise attack on the Schwerin airfield to destroy one and damage 12. S/L H. P. M. Zary, New York City, led the Wolf Spitfires down shortly after.

In the attack on Travemunde F/O Fred Town, Orillia, Ont., claimed a large patrol boat damaged, and F/L C. S. Yarnell, Toronto, strafed a line of six speedboats or PT boats resting on a wharf.

Hornet high-scorers in the aircraft strafing were F/O Murray C. Tucker, Lakeview, Ont., two destroyed and two damaged; F/L H. R. Finley, Montreal, one destroyed and three damaged; and S/L DeCourcy, F/O H. A. Greene, Toronto, F/O G. S. Taylor, with two damaged each.

Wolf scorers included F/L Al Fleming, Smith Falls, Ont., F/O David Leslie, Halifax, and P/O R. C. Shannon, Westmount, Que., each with one aircraft destroyed on the ground. S/L Zary damaged two, while F/L Reg Morris, Windsor, and F/L E. O. Doyle, Belleville, Ont., got one damaged each.

Deputy Raised to Air Vice-Marshal

Deputy air officer commanding-in-chief RCAF Overseas, C. R. Slemmon, CBE, has been promoted to the rank of air vice-marshal. Air Vice-Marshal Slemmon, formerly senior air staff officer with the Canadian Bomber Group, recently transferred to his present post in London, under Air Marshal G. O. Johnson, CB, MC, AOC-in-C RCAF Overseas.

Nighthawk Pilot Gets Last Heinie

Distinction of destroying the last German combat aircraft to fall to a Nighthawk squadron pilot before the end of the war in Europe is claimed by F/L Evert Emanuel Hermanson, Buchanan, Sask.

While patrolling in his Mosquito nightfighter over the British Second Army front while Russians were still fighting their way into Berlin, Hermanson shot down a FW190 and two Ju88s in less than an hour.

FILM LOG

"THE THREE CABALLEROS" (New Gallery).

In spite of huge expenditures in cash (\$2,000,000) and high-priced Disney time and energy (two years), Walt Disney's new superfeature, "The Three Caballeros," is not without its faults. The melding of cartoon and live characters, touted as just about the greatest thing in the history of motion pictures, is not wholly successful. D the Duck is wearing a bit thin, and many of the color patterns are too reminiscent of "Fantasia" without the striking musical background.

But this picture is important and highly worth while entertainment. Disney has created a new set of penguin characters who could take places among the Disney immortals, Mickey, Minny, Donald, Goofy, Pluto. Disney has devised what may prove to be a revolutionary method of dance presentation. He has given a live dancer an animated background that moves in the same rhythm. The effect is tremendous, and the throbbing background will probably become a regular feature of future Hollywood musicals.

MINISTER PRAISES 8TH LOAN RESULT

RCAF Overseas Sets Brilliant Loan Mark

Hon. J. L. Ilsley, Minister of Finance and Receiver General of Canada, has sent the following message of congratulation on the RCAF's Eighth Victory Loan showing overseas to Air Marshal G. O. Johnson, CB, MC, AOC-in-C, RCAF Overseas:

"Congratulations on exceeding your Victory Loan objective and on attaining all-time high in sales. These results reflect the same will to win which has brought victory in Europe to Canada's armed forces. The outstanding support of the Loan by the RCAF on the world battlefronts has been a real inspiration to Canadians at home. Best wishes for continued success."

Saskatoon Prisoner Owns Fag Paper Olympic Trophy

Until recently a POW at Stalag Luft 1, Germany, W/O J. P. Gibson, Saskatoon, has an unusual souvenir of his 11-months' internment. It is a small solid silver medallion presented to him as Olympic Field Day champion. The heavy, carefully engraved trophy was made by a fellow prisoner from 800 silver paper wrappers from cigarettes, melted down and formed in a mould made from German ersatz soap.

"It's the only souvenir I've been able to keep with me," he explained regarding his trophy. He won it for taking firsts in the 50 and 100 yard sprints, high jump, broad jump and being on the winning relay team at the Olympic field day held in July, 1943.

Gibson, who has been a POW since May, 1943, arrived from the Continent by plane. He was dressed in German clothes, "borrowed" from evacuated SS barracks across from his prison camp.

Gibson described how prisoners made beautifully finished articles out of odds and ends in camp.

"Their skill and ability at improvisation was amazing," he said. "They would make moulds out of sand or soap and cast anything. Some of the Polish prisoners made large silver statues from melted-down silver paper. Other lads made miniature automobiles with real gasoline engines in them.

OSHAWA FIGHTERS PELT NAZI VESSEL

Pre-Peace Day Blow Hits Enemy Shipping

Spitfires of the City of Oshawa squadron took part in a shipping strike in Eckenforde Bay, north of Kiel, shortly before VE-Day. They left a 10,000 ton Nazi vessel in a cloud of smoke and debris after a direct hit with a 500-pound bomb on the hull and three others within 50 yards of the hull.

A Wolf squadron formation scored a direct hit amidships of another vessel and Hornet squadron pilots destroyed five transport vehicles and damaged five more before weather closed in to cancel the day's operations.

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FIGHTING LADY (U)
(In Technicolor)
Vera Hruba Ralston, Eugene Pallette
LAKE PLACID SERENADE (U)
Weekdays from 11.45. Sundays from 3.30.

ODEON, Leicester Square. Whi. 6111.
ERNST LUBITSCH'S
CZARINA (A)
ANNE BAXTER, TALLULAH BANKHEAD
Weekdays, 10.50, 1.10, 3.30, 5.50, 8.10.
Sundays, 3.30, 6.15.

PARAMOUNT, Eus. 4175, Tottenham Ct. Rd.
MONTY WOOLLEY, RODDY McDOWALL
MOLLY AND ME (A)
Also BETTY GRABLE, ALICE FAYE
TIN PAN ALLEY (U)
Next Week. A Place of One's Own (A)
Honeymoon Ahead (A)

TATLER THEATRE. Charing Cross Rd.
ANGLO-SOVIET SEASON
SON OF THE SOVIET EAST (U)
Liberated Poland, etc.
Weekdays from 12.0. Sundays from 3.30.

TIVOLI, Strand. Temple Bar 5625.
GRACIE FIELDS, MONTY WOOLLEY
RODDY McDOWALL
MOLLY AND ME (A)
Carolina Blues (U) News, etc.
Weekdays from 11.40. Sundays from 3.30.

WARNER, Leicester Square. Ger. 3423.
62 STARS
And all of Hollywood's heart in **HOLLYWOOD CANTEN**
Cont. daily from 10 a.m. Sundays 3 p.m.
For Times of Showing see Daily Press.

Phyllis Calvert
and
James Mason
in
They Were Sisters
with **Hugh Sinclair**

Adapted from the novel by Dorothy Whipple. A Gaumont Picture. (A.) Executive Producer Maurice Ostrer. Produced by Harold Huth. Directed by Arthur Crabtree.

Programmes: 11.00, 1.30, 4.5, 6.45

GAUMONT
Haymarket

LONDON'S NERVES CAN TAKE IT!

The sensational success of M.-G.-M.'s "IRRESISTIBLE HORROR PIECE" (Ernest Betts, Sunday Express) proves that Londoners have neither weak minds nor weak nerves—as if proof were needed!—and forces a THIRD WEEK of "THE HAPPIEST FUSION SO FAR BETWEEN HOLLYWOOD AND ENGLISH LITERATURE" (Richard Winnington, News Chronicle).

The Picture of Dorian Gray

with **GEORGE SANDERS**

HURD HATFIELD DONNA REED
ANGELA LANSBURY PETER LAWFORD

EMPIRE CONTINUOUS DAILY FROM 10 a.m.

LEICESTER SQ. * GER. 1234 Metro-Goldwyn-Mayer

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Showing at 10.50, 1.10, 3.30, 5.50, 8.10.

Ernst LUBITSCH'S
Czarina

The blushing love affair of a dazzling Queen... whose every Command he obeyed with pleasure!

ANNE BAXTER TALLULAH BANKHEAD
CHARLES COBURN WILLIAM EYTHE
VINCENT PRICE MISCHA ALER

Directed by OTTO PREMINGER Produced by ERNST LUBITSCH