

Bomber Crews Unloose Flood on Ruhr

MEMBERS OF RCAF HELP BREACH DAMS

Thirteen Canadians Were With Force That Carried Out Raid With Such Success

CANADIANS OUT IN STRENGTH LAST WEEK

DEVASTATION by fire and by water has fallen upon the Ruhr in the past week. War industry in "Happy Valley" received its severest blow of the war when Lancasters flew to drop mines on the Mohne and Eder Dams and the Sorpe Dam. Flooding waters spread down the Ruhr Valley causing the Germans to put the area under a state of siege.

It is learned that 13 members of the RCAF were on this magnificent raid.

Of the raid a Canadian pilot said: "When we attacked you could see that the crown of the wall was already crumbling. There was a tremendous amount of debris at the top. Our load sent up water and mud to a height of 1,000 feet. The spurt of water was silhouetted against the moon. It rose with tremendous speed and fell gently back. You could see the shock wave at the base of the jet."

Air Chief Marshal Sir Arthur Harris described the raid as a major victory. The results of it are certainly unprecedented and are ample testimony to the effect of the diligent training the crews underwent in preparation.

In spite of enemy opposition the mines were laid on the targets. The thick walls of the dams crumbled and millions of gallons of water inundated the valley beyond.

Duisburg Hard Hit

Last week aircraft from the Canadian Bomber Group were out in strength, taking part in the smashing blow at Duisburg and adding their weight to the heavy force that hit at the great German industrial area in the Central Ruhr. The Crooks and Fleming squadrons were on both raids, along with Canadians who flew with RAF units.

At Duisburg, visibility over the target was excellent, but many of the returning crews reported heavy cloud and icing conditions on the way there. Main points of the trip were the terrific explosions seen by the Canadians. The aircraft in which Sgt. R. H. Hall, of Toronto, was flying in was lit up by one huge flash. They were more than 20,000 feet up at the time.

F/O C. H. MacIntosh, of Prince Albert, Sask., reported one grand-daddy explosion that started with a tremendous white flash and lasted long enough for him to look up from the controls and watch it die away.

Sgt. Leslie Burnett, of Winnipeg, said this of the trip: "There were lots of really neat fires, but one of them topped everything I've seen. It started with an explosion that shot flames up to 2,000 feet in the air. When it died down thick black smoke rose to about 6,000 feet."

Other boys taking part in the raid included: Sgt. Ernest R. Kirkham, Brandon, Man.; Sgt. Jack Williams, Cumberland, B.C.; F/O Larry Noble, Prince Albert, Sask.; F/O K. V. Harold, Toronto; Sgt. Milton Warren, Geraldton, Ont.; P/O Wilfred Shaw, Camrose, Alta.; P/O A. L. Gibson, Edmonton; Sgt. Bill Watson, Woodstock, Ont.; and Sgt. John Anderson, Moncton, N.B.

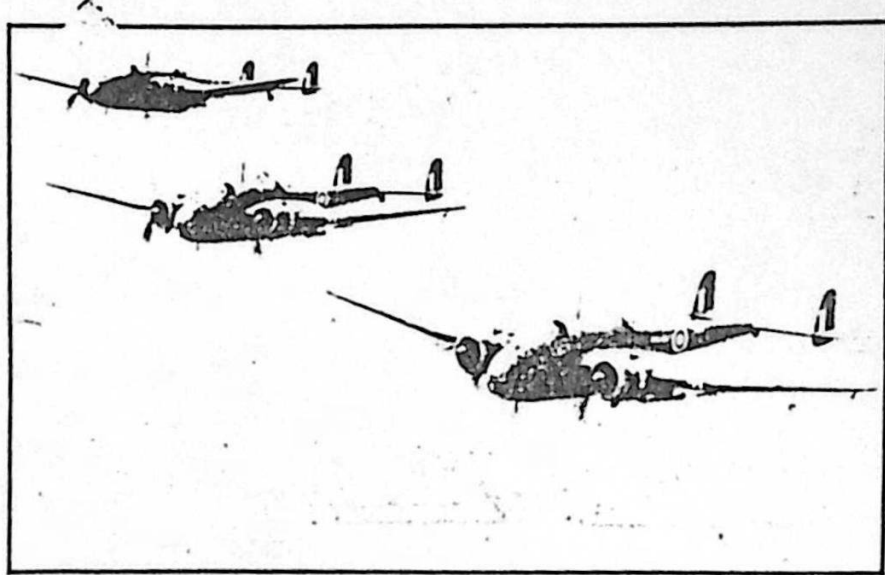
The Hon. Malcolm MacDonald, H.M. High Commissioner for Canada, visited W/C Crooks' squadron during the show and watched the operation from first to last, talking with some of the crews on their return from Duisburg.

Bochum was the principal target of the attack in the Central Ruhr. Sgt. G. A. Hurst, of Toronto, who was on the previous night's big raid on Duisburg, said: "It was a good show to-night, but maybe not quite as concentrated as last night. I saw our bombs heading for the target."

The raid was particularly exciting for Sgt. Grant Willis, of Peterborough, Ont. He buried 1,000 rounds of ammunition in a Me.110 and saw it crash in flames. It was first seen by the mid-upper gunner, Sgt. Thomas Dillman, of Ottawa.

The fighter closed in from below the port quarter and they both opened fire. Willis saw his tracer hit between the starboard motor and cockpit. Smoke poured out in huge billows and the fighter peeled over on his back and went into a vertical dive. Thirty seconds later a big explosion was seen on the ground, followed by a big fire.

Sgt. Ed Giffin, of Brockville, (Continued on page 2, col. 2)



Handley Page Hampdens of 44 Squadron in September 1941. The Squadron was formed at Hainault Farm, Essex, on July 24, 1917, and among its early commanding officers was Major A. T. Harris, who became Marshal of the Royal Air Force Sir Arthur Harris and led the greatest aerial assault in history. Museum PO13519.

RCAF HELPED TO KICK AXIS OUT OF NORTH AFRICA

Flew Fighters, Bombers And Fighter-Bombers In Air Onslaught

With the Battle of Tunisia over, news continues to trickle in of the part played by the RCAF in kicking the Axis finally and completely out of Africa. Scores of Canadian aircraft flew in the fighter, fighter-bomber and bomber attacks in the giant air offensive that marked the closing stages of the struggle.

At least three and possibly six Me.109s are believed to have been put out of action by one bomber squadron, which was part of a heavy attack on Pantellaria airfield. Four Canadian gunners were flying with the unit. They were F/S Ray Jensen, Weyburn, Sask.; Sgt. James Morrison, Port Francis, Ont.; Sgt. Jerry Cleland, Toronto, and Sgt. William McQueen, Vancouver.

S/L Brad Foster's squadron patrolled the clouds with RAF fighter units, while lower down fighter bombers, including many Canadian pilots, reduced to a minimum enemy opposition to the bombers which carried out the actual attack. The airfield was entirely devastated.

Crash Landing

In an RAF fighter-bomber attack on a strong Hun artillery post, W/O William West, of Pembroke, Ont., concluded the operation by crash landing just inside the Eighth Army lines with a great snarl of copper wire coiled about his aircraft.

After strafing one Hun gun position and two transports, he turned his attention to a wireless station. He hit the station all right and poured a withering fire into the tents of the staff, but was suddenly confronted by a towering steel wireless mast. His wing smashed into the pole and a huge hole was punched in the leading edge. He managed to bring his reeling aircraft sufficiently under control to continue at tree-top height across the British lines where he crash-landed with only slight injuries.

A new Air Force expression has been accepted by Allied pilots to indicate those Axis aircraft which have been blown out of the sky by such a concentration of British kites that nobody quite knew who hit first, hardest or last. The term is a "squadron kite." Nobody makes an individual claim for a squadron kite, but it goes down in the unit's books to the collective credit of all.

One RAF fighter-bomber squadron of the Western Desert

A/M EDWARDS, C.B., LANDS IN CANADA

Air Marshal Harold Edwards, C.B., A.O.C.-in-C. of the RCAF overseas, has landed in Canada. He has gone home to attend important discussions relative to RCAF policy. The Air Marshal is accompanied by his Executive Assistant, S/L W. J. Brodribb, M.B.E., who also accompanied him on last winter's tour of the Middle and Far East, where Air Marshal Edwards was able to see at first hand problems facing RCAF personnel.

Air Force has two claims in for "squadron kites"—a Me.110 and a Ju.88—and in each case Canadian pilots formed a good portion of those who did the actual shooting. They included F/O John Cary Wright, Ottawa; F/S John MacAulay, Scotstown, Que.; F/S Herbert Snelgrove, Toronto, and Sgt. Dick Blake, Corpus Christi, Texas.

In a few months, his time divided between Malta and the desert, F/O W. R. P. Sewell, of Caraque, N.B., has run up a score of three enemy aircraft destroyed, two probables and four damaged.

His best day came early in April, just after the fall of Gabes, when with other RAF fighter pilots he jumped a force of three Ju.88s and four Me.109s. His first quarry blew up in mid-air. He was just about to put the finishing touches to the second when he was attacked by another Hun and had to break off his attack at a point where, although his victim was losing height and was obviously done for, he could be classified as only a probable.

One of the few Canadian technical officers on loan to the RAF and who accompanied the Eighth Army through its past twelve months of triumphs and reverses is F/O Douglas Crozier, of Walkerton, Bruce County, Ont. He is a radio officer.

He also has the distinction of being one of five members of his family in the services. One brother, P/O David Crozier, served with a RAF heavy bomber squadron, won the D.F.M. last October, was later commissioned and has since been listed as Missing. Norman is an LAC in the RCAF; George is serving in the RCN, and a sister, Nora is in the Nursing Service.

JUMPED HUNS FROM BEHIND

Beveridge Damages Three On Intruder Patrol Over France

F/L Marsey Williamson Beveridge, of Montreal, on intruder patrol over Northern France, last week, attacked and damaged three enemy aircraft over their base at Orleans-Bricy airfield. He was flying a Boston of a Canadian squadron of Fighter Command.

The first enemy aircraft was approaching the airfield when Beveridge came up from behind and fired three-second bursts of cannon from 250 yards out. He saw his second and third bursts score strikes on the enemy's starboard wing. He was unable to identify this victim which had a large wing span.

His second and third victims were Jus also coming in to land. The starboard engine and wing root of one were hit, and it disappeared with a red glow aboard, and much smoke pouring from the engine.

Officially he could only be rated with three "damaged" because in each case the surprised enemy aircraft was lost to view after strikes had been observed.

HELPS SUPPLY BRITISH ARMY

W/O Johnny Sparks, 22-year-old RCAF observer from Winnipeg, has flown supplies to Allied troops to positions behind the German, Italian and Japanese lines, and to-day is still helping supply the British Army on the Burma front.

Going to Britain in June, 1941, Sparks, after undergoing a training course, flew to the Middle East. The plane in which he was travelling crashed in Malta. After a short time in the hospital he flew on to Cairo, and was posted to Kenya, South Africa. After flying in Boston for five months there he was posted back to Egypt.

He was transferred to Hudsons just before the "big push" in the Western Desert. He flew "everything from jelly to jeeps" into Malta, while that island was being bombed daily, and when the British troops were at one time behind the German lines in North Africa he flew supplies to them.

During his tour in the desert General Alexander and Air Chief Marshal Tedder have been passengers at different times in the aircraft in which he was the observer.

FIGHTER WING GETS TWELVE IN FOUR OPS

F/L H.D. MacDonald Raises His Score to Five Destroyed

LONG AIR BATTLES

RAISING his score of enemy aircraft destroyed to five, F/L H. D. MacDonald, a flight commander of the Wolf Squadron, shot down an Me.109 during an engagement over France on Saturday. A Toronto-born MacDonald, also damaged an Me.109, giving him a score of two destroyed and two damaged in three days. His victory raised Canadian Fighter Wing's score to 12 German aircraft shot down in the three days' operations. RCAF pilots shot down four Friday and seven Thursday.

F/O J. D. McFarlane, Portland Lane, who flies with the Red Indian Squadron, damaged a 109 in the sweep. The boys were flying as cover to Boston bombers attacking the aerodrome at Polix in France. After returning to base, pilots said they could see smoke rising from the target area, though they were unable to see the actual attack.

Attacked Two 109s MacDonald attacked two Me.109s which were manoeuvring to fire at other Spitfires. He let go a burst at one from behind and watched it break up in the air and then scored strikes on the other aircraft.

On Friday three flight commanders from the Wolf and the City of Oshawa Squadrons accounted for one aircraft, and the wing leader, W/C J. E. Johnson, D.F.C. and Bar, bagged the other, his second in two days.

The Canadian squadrons were covering U.S. Ports which attacked the large airfield and repair depot at Courtral in Belgium. They engaged a number of F.W.190s during the operation.

F/L R. A. Buchan, of Vancouver, an Oshawa squadron flight commander, fired a long burst at a 190 from behind and saw the Hun kite break up in the air and spin down in flames.

Wolf "Kills" Two Wolf Squadron commanders, one of them MacDonald, destroyed a Jerry plane in the Courtral "do." F/L H. C. Godfrey, another Torontonian, got behind his man and though the wind screen was covered by oil from the enemy kite for a moment, he was able to see chunks flying off the 190 and the machine itself crash a moment later.

Pilots could not see the actual bombing, but spotted huge clouds of smoke rising from the target area.

In one of their biggest day's operations a Canadian fighter wing destroyed seven German fighters and damaged five others during sweeps over France last Thursday.

In the earlier operation four F.W.190s were shot down and two more damaged by pilots of the City of Oshawa and Wolf Spitfire Squadrons. The "Oshawa" boys got three and damaged one, and the Wolf Squadron accounted for the other destroyed and damaged.

Canadian Fighter Wing was carrying out a diversionary sweep for Mitchell bombers which attacked Boulogne when the engagement took place. A number of F.W.s attacked the Spits, and the battle raged for many miles over France until the coast was reached. There the Germans broke away, and the Canucks reformed and headed for home.

One of the City of Oshawa Squadron pilots to get an F.W., F/O J. A. Rae, of Toronto, was attacked by three fighters. He broke away, manoeuvred for position on one and opened fire. The Wolf Squadron commander, S/L C. M. Magwood, D.F.C., also of Toronto, shot down an enemy fighter and damaged another. He saw his "kill" going straight down in flames. Thursday's victory was his fourth. His other victim was also going

(Continued on page 5, col. 4)

THIS PARTICULAR JERRY WAS WORTH 300 POUNDS

S/L J. F. T. Charles, D.F.C., 24-year-old Canadian commanding officer of the RAF West Lancashire fighter squadron, is £150 richer for having shot down a Jerry aircraft. This particular aircraft happened to be either the 999th or 1,000th shot down by the sector in which S/L Charles serves.

If it had been definitely established that it was No. 1,000 this young Canadian, who is in the RAF, and who was born in Lashburn, Sask., would have doubled his 150 quid. As it was, he shared the £300 sweepstake money with a Fighting French squadron leader, who got himself a Hun about the same time—in fact, so close to the same time that it was impossible to decide which one was entitled to the prize money, which was to go to the man who brought the aircraft's total to 1,000 enemy aircraft destroyed since the war began.

Charles was leading the squadron at the time he made the kill. He saw the Jerry below him, dived on him, opened up at 220 yards, closed to almost 50, and saw the enemy turn over on its back and go straight down.

W/C Al Deere, D.F.C. and Bar, New Zealander, who used to command a Canadian fighter squadron, and who is now wing commander flying on the station, confirmed the destruction.

S/L Charles also got No. 998 during the course of his day's work, which was primarily to escort Ventura bombers. He attacked this one from above, and saw it disintegrate and burst into flames. The pilot baled out.

His total of enemy aircraft destroyed now stands at 111. He is on the station commanded by G/C A. G. Malan, D.S.O. and Bar, D.F.C. and Bar.

WINGS ABROAD

Published weekly at RCAF Headquarters Overseas. Postal Address: RCAF Headquarters, 20, Lincoln's Inn Fields, London, W.C.2. Publication Date: Wednesday of each week.

EDITORIAL

SECURITY

CARELESS TALK AND RUMOURS

"CARELESS Talk Costs Lives." Each day between the time you get up in the morning and go to bed at night you see countless posters bearing this statement. Perhaps because you have seen it so often it has lost some of its significance.

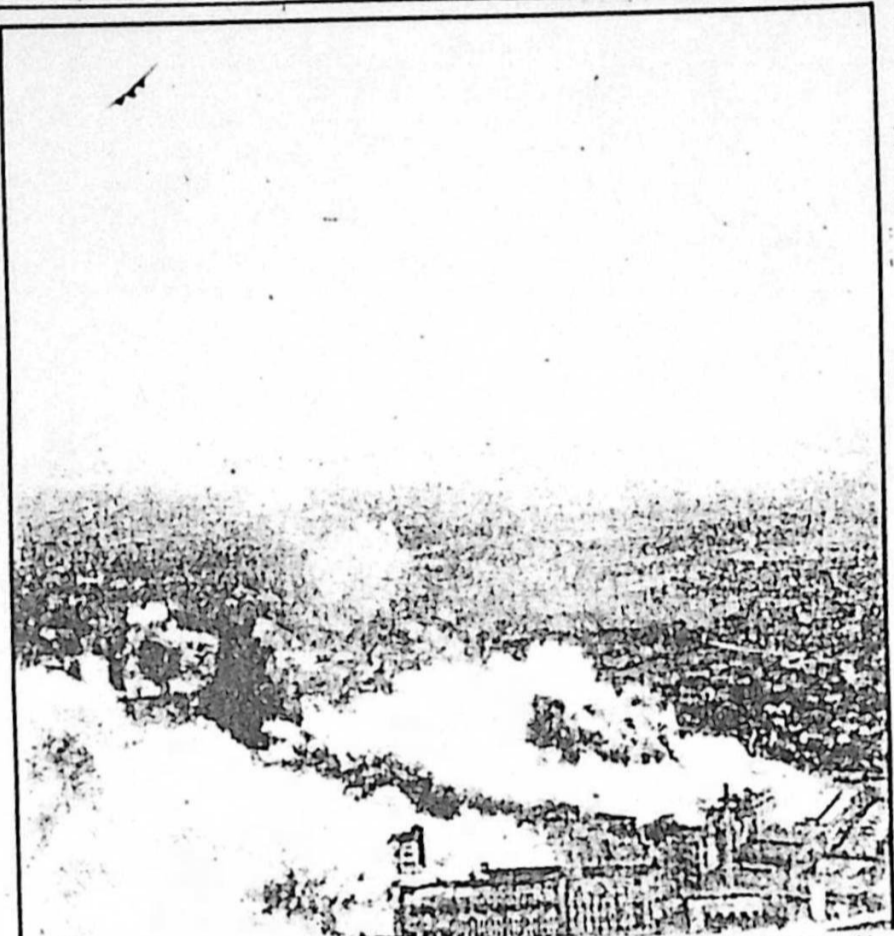
You as a citizen of a democratic nation have the privilege of expressing your own opinions, but remember that in expressing them you have not got the privilege of revealing official information except to those authorized to have it.

Be equally careful what you put into writing. You all know that even though elaborate precautions are taken to prevent them, enemy agents operate in this country.

Other Canadians on the attack included Sgt. W. R. Rooke, Hamilton; Sgt. Barney Johnson, Gimli, Man.; Sgt. H. P. Ridley, Oakville, Ont.; P/O E. G. Gray, St. Lambert, Que.; Sgt. W. A. McLean, Lumaden, Sask.; Sgt. Jim Dallyn, Brockville, Ont.; Sgt. Lloyd Kerr, Truro, N.S.; F/S Harry Leaver, Ottawa; Sgt. Steve Sappanoff, Trail, B.C.; Sgt. Stanley Young, Vancouver; Sgt. J. D. Hunter, Victoria.

CANADIAN PACIFIC I AND II

Two Spitfires Presented by C.P.R. Employees Go Into Battle With the RCAF Fighter Wing



From the personal files of Marshal of the Royal Air Force Sir Arthur Harris comes this dramatic photograph of Bomber Command's daylight attack on the Philips radio works at Eindhoven, Holland, on December 6, 1942. Museum SMAF/226 No. 210.

COMMISSIONED

It is announced by RCAF Overseas Headquarters that the following airmen have received their commissions as pilot officers: Pilots—A. F. Hakala, Sioux Lookout, Ont.; J. J. Nowak, Buffalo, N.Y., U.S.A.; R. L. Spence, D.F.M., Richfield, Ont.; J. F. Williams, Toronto; W. R. Breitkopf, Toronto; J. E. Bond, Wellington, Ont.; J. A. Dow, J. W. Einarsen, Sibley, Sask.; R. H. Cochrane, Montreal; T. J. Waddell, Newdale, Man.; O. P. Finlay, Rosemount, Sask.; V. T. Sylvester, Pasadena, Sask.; H. D. Sutherland, Vancouver.

RUHR RAIDS

On 15th, witnessed a terrific explosion from his rear turret. An engineer, Sgt. Jack Box, of Calabogie, Ont., described the appearance of the target. "We arrived near the end of the raid," he said, "and the area down below looked fairly well disfigured. Visibility was good, but the smoke was rising to about 6,000 feet. Occasionally the pall shifted, and then dozens of bright fires stood out like so many stars. Then there was one fire dead centre which churned up a dense column of opaque smoke which blotted out everything."

FLIES "SKELETON" KITE HOME FROM DUISBURG

Sgt. Len Williamson Gets Conspicuous Gallantry Medal for Feat

For flying back to Britain in what amounted to the front half of a bomber with the tattered skeleton of the rest of it creaking behind, Sgt. Leonard F. Williamson, the Canadian pilot, has been awarded the Conspicuous Gallantry Medal by the R.A.F.

An immediate award of the D.F.C. has been made to P/O C. P. McDonald, another RCAF pilot. On a flight to Spezia a fault in the fuel system caused heavy fuel consumption. Though knowing that if the kite continued it might run short of juice on the way back, he flew on and bombed the target area successfully.

Other Canadians on the attack included Sgt. W. R. Rooke, Hamilton; Sgt. Barney Johnson, Gimli, Man.; Sgt. H. P. Ridley, Oakville, Ont.; P/O E. G. Gray, St. Lambert, Que.; Sgt. W. A. McLean, Lumaden, Sask.; Sgt. Jim Dallyn, Brockville, Ont.; Sgt. Lloyd Kerr, Truro, N.S.; F/S Harry Leaver, Ottawa; Sgt. Steve Sappanoff, Trail, B.C.; Sgt. Stanley Young, Vancouver; Sgt. J. D. Hunter, Victoria.

HERO OF CEYLON

The Canadian who saved Ceylon, S/L Leonard Birchall, has been awarded the D.F.C.

It was over a year ago—April 4, 1942—that Birchall's patrolling Catalina flew into sight of five Jap carriers and a battle fleet nearing Ceylon. It just had time to send the news back; then it wasn't heard of again. But the warning enabled the defenders to overwhelm the Japs in a battle on Easter Monday morning.

He's in Yokohama now so it will be some little time before he puts that strip of ribbon up.

Spence, Sydney, N.S.; W/Os J. M. Horran, Montreal; and J. H. A. Marquette, Montreal. Non-Immediate D.F.M.s go to F/Ss J. M. Bissett, Vetal, Man. (now leading pilot officer); J. H. Gilmore, Picardville, Alta.; D. J. McCoy, Carruthers, Sask.; C. P. McDonald, Toronto (also a pilot officer now); R. A. Shannon, Winnipeg; L. A. Spraggs, Didsbury, Alta. (also a pilot officer now); E. C. Stewart, Carmar, Alta.; E. H. Thomas, New Westminster, B.C.; W. P. Traak, Yarmouth, N.S.; and Sgt. G. R. Price, Montreal.

Down by F/O Ken Marshall, of Milton, Ontario, one of the oldest members—in terms of service—with this squadron. "Canadian Pacific II" was allotted at first to a fighter squadron formerly commanded by S/L (now W/O) R. E. Morrow, D.F.C., of Toronto. At the time it was received at the command of S/L Norman Bretz, D.F.C., also of Toronto, and he himself flew the aircraft for a considerable period with great success until he was posted to take command of another RCAF fighter unit.

The aircraft was then taken over by the city of Oshawa squadron, which is now commanded by S/L Foss Boulton, of Coleman, Alta. S/L Boulton already has destroyed two enemy aircraft, and damaged two more, in his Spitfire "Canadian Pacific," since taking command of the squadron. Since succeeding S/L Lloyd Chaddburn, D.F.C., of Aurora, Ont., as commanding officer of the unit, he has completed about 20 sweeps in the aircraft, and his total score stands at three destroyed, and three probably destroyed, and three damaged.

The two which he shot down in the "Canadian Pacific" aircraft were recent victories. One was an Me.109, which he destroyed over the English Channel, and the other a Focke Wulf, which he shot down while returning with the squadron from a bomber escort operation.

"Canadian Pacific I and II" are still both flying with the RCAF fighter wing, which has been doing such excellent work during the last few months.

FIREMEN DEFEAT RCAF P.R.C. TEAM

A total of 37 hits were registered for both teams when a South of England Firefighters team defeated the RCAF Personnel Reception Centre ball team 23-16 recently. It was the third straight victory for the Firemen.

The losers had the edge up until the sixth innings. Errors paved the way for the winners who scored six runs in each of the sixth and seventh innings. The Gordon relieved Smith in the RCAF pitcher's box, but the Firemen added three more runs notwithstanding.

Kendall hit two home runs for the winners, Richardson, Maxwell and Bernache one apiece. For the armless Ashton, hit for the circuit, while Ashton, Gordon and Moss came through with some good clouts. The game was umpired by Major Butler of the Canadian Dental Corps. Line-ups:

Firemen: Chilton, Williamson, Richardson, Maxwell, Bernache, Dougherty, Coulter, Gagne, Kendall, Blanchard, Rowles. P.R.C.: Pete Falconer, Frank Mannion, Lorne Ashton, Boyd Gordon, Harold Moss, V. Nucel, Art Smith, Danny Begin, Malcolm Peacock, Jim Galbraith.

RECORDS OFFICE

A2 (CAN)

By LAO WALLINGTON and Cpl MYERS

SWING those arms! Pick it up! Heads back! Boy, it's a real "do" when the RCAF personnel get out for a parade. W/O Nellie hold his own with the best discipline. That Manning Depot can offer. The practising is for a "Wings for Victory" parade that we had the honour of getting in.

Cpl Willie Myers must have taken my former advice and got a gun. Selling war-stamps to the gang was like having teeth taken out. So soon after payday, too, Willie. But that hundred quid ain't hay.

Cpl. Sonnie Natress almost had to abandon his singing career and if it hadn't been for a certain lovely blonde dentist, well, I am afraid that he would have been without a little of the wisdom he has recently acquired. Funny how everybody here has sore teeth now. Could it be the dental office. Wow!

When it is break period for a certain blonde sergeant (could his name be "Rep") why is he such a contented fellow. Could it be a little bit of heaven from Southampton. LAC Eric, Lavalle has that break-period habit, too. Really, Eric, have you forgotten about Montreal?

LACs Norm Clark and Ralph Biggar are back from leave, telling lurid tales of the Big City. Ralph, you know that Marble Arch is no place for a nice "Power City" boy.

Cpl Art Toomey, should he read this, will be glad to know that we are anxiously awaiting his return from that course to see what they have done to him. How do you like square-bashing, Art?

LAC "Muscles" Crawford has a mania for Corporals (WAAF and WID). They are both Cpls, now, aren't they, Cliff? Most amusing, but awful confosinal!

G1 (CAN)

By SGT. "MEM" AITKEN

WELL, here we are again! After borrowing bikes, and pedalling uphill for three or four miles, we finally arrived for a "Wings for Victory" ball game against the Yanks from a nearby station. We won't mention the final score—but they won!

Afterwards we were treated to a real "stag" dinner and get-together, by some swell local English citizens—and boy, what food. Also a beverage that is usually sold at "pubs". This, together with a real Yank and Canadian sing-song, wound up a grand evening. Thanks once again to our English hosts for such a swell evening. Among those who entertained (7) were "Zip" Francis, our "Alouette Kid," and over in the corner were "Pep" Peppercorn, Benny Turpin, and Don ("You grow 'em, I'll crack 'em") Bridgeman. Our amiable Flite Louie, Trev, Miller, provided the "Woogie Boogie" as our English friend puts it! As we must have behaved 'cause we're invited back.

In our league softball games this past week, the Wreckers from Recording managed to snaffle on to their first win of the season against the leaver-dicked A2 CAN team—only to take a trouncing on Thursday night from the bats of the "Drafters". This puts the Ds on top, then come A2CAN, followed by 'usuns in the Cellar.

All the boys look mighty tired this past week. Reason? A "Wings for Victory" parade this Saturday. And boy, have they been drilling! More than they've ever done since Manning Pool days! After all this we certainly hope they'll make a good showing. That's all for now gang. So long.

CASUALTIES

For the week ending May 15, 1943:

KILLED IN ACTION. H. J. Cross, P/O, Calgary; L. G. Dobson, W/O, Hinton, Man.; A. J. De Gruyter, W/O, St. Boniface, Man.; A. MacD. Morrison, P/O, Quilley, C. R. Parker, Sgt., Creston, P/O, W. W. Hurle, P/O, Creston, B.C.; R. H. O'Brien, Sgt., Saskatoon.

PREVIOUSLY REPORTED MISSING, BELIEVED KILLED IN ACTION. J. L. Sturgeon, P/O, Toronto; H. T. M. Cooper, P/O, Piumas, Man.; J. H. Smith, Sgt., Westmount, Que.; K. A. Peters, Sgt., Westmount, Sask.

PREVIOUSLY REPORTED MISSING, NEW PRESUMED KILLED IN ACTION. W. E. Pilsbrough, Sgt., Westmount, Que.; R. C. Blamires, P/O, Yorkton, Ont.; J. B. Coston, Sgt., Onawakan, Ont.; A. M. Carleton, Sgt., Ottawa, Ont.; B. C. Campbell, Sgt., New York, Ont.; J. W. Carson, P/O, Edmonton; A. M. Green, P/O, Fossil, N.S.; J. C. Kitchin, P/O, Fredrickton, N.B.; G. L. Loope, Sgt., South Shore, N.S.; W. C. McGee, Sgt., Toronto; E. C. Olson, P/O, Pennington, Ont.; H. E. Prime, Sgt., Fredericton, N.S.; H. R. Russell, P/O, King, Ont.; G. R. Simeon, P/O, Vancouver; B. S. Bliden, P/O, Wainwright, Sask.; W. J. Carver, P/O, Newcastle, N.S.; D. K. Lee, Sgt., North York, Ont.; J. P. Fernie, Sgt., Kamloops, B.C.; J. A. L. Giroux, P/O, Montreal; H. R. Hamilton, P/O, Medicine Hat, Alta.; M. F. Johnson, P/O, Edmonton; J. R. Kennedy, P/O, Monticello, Ont.; W. H. Kesteven, P/O, St. John's, B.C.; E. N. MacDonnell, P/O, Edmonton; D. McDonald, Sgt., Montreal; J. B. Pleasance, Sgt., Chatham, Que.; L. Quilley, P/O, Bramptonville, Que.; R. Wishart, Sgt., Hamilton; L. H. Smith, P/O, Westburn, Sask.

MISSING, BELIEVED KILLED IN ACTION. P. E. Bayron, Sgt., Radio, Man.; I. B. Higgins, Sgt., B. A. Grant, P/O, Vancouver; C. E. Porter, P/O, Edmonton; P. P. Fahie, Sgt., Halifax, N.S.; V. R. D. Kline, Sgt., Lethbridge, Man.; G. J. McMillan, Sgt., Moose Jaw, P. Ward, Sgt., Toronto; L. H. York, P/O, Tawmworth; B. Labaree, P/O, Ottawa; G. W. Miller, P/O, Augusta Township, Ont.; G. W. Sellers, P/O, San Francisco, Calif.

MISSING. L. O. Armstrong, P/O, Maryborough, Ont.; R. F. Beddell, Sgt., Lethbridge, Que.; R. L. Brandow, Sgt., Saskatoon, Man.; J. L. R. Cartier, P/O, Montreal; D. H. Chalmers, Sgt., Cookstown, Ont.; G. W. Colquhoun, Sgt., St. Thomas, Ont.; A. Y. L. Cutham, P/O, Paris, Ont.; C. St. C. Foster, Sgt., Sarnia, Ont.; J. G. Gault, P/O, St. John's, B.C.; J. H. Greer, Sgt., West Cornwall, Ont.; P. B. Gustavsen, Sgt., St. John, N.B.; J. P. Hillman, P/O, Toronto; J. R. H. Hogg, P/O, New York, N.Y.; G. McGrath, Sgt., Manserville, N.S.; D. M. McKenna, P/O, Stettler, N.S.; R. G. McLeod, Sgt., North Sydney, P.O. Palmer, Ont.; Sgt., Selkirk, Man.; P. A. McNutt, Sgt., Admiral Hook, N.S.; J. H. Miller, P/O, St. John's, B.C.; W. H. Penrose, Sgt., H. C. Slep, Sgt., Myrtle, Ont.; J. Yanzus, Sgt., Rossland, B.C.; J. J. H. Turnbull, P/O, St. Albert, Alta.; H. E. Young, Sgt., Palmer, B.C.; H. D. Bouché, F/S, Massachusetts; H. H. Clements, P/O, Montreal; F. W. Guidic, Sgt., North Halifax, Que.; R. W. G. Hoggan, P/O, Montreal; J. G. Hewitt, P/O, Empress, Alta.; J. H. Oliver, Sgt., St. Catharines, Ont.; P. Froese, P/O, Ontario; C. G. Smith, P/O, Melville, Ont.; C. W. Willey, F/O, London, Ont.; J. A. Corbett, Sgt., New Waterford, N.S.; J. G. Gault, P/O, Stettler, N.S.; Newfoundland; C. H. D. Hall, Sgt., Peterborough, Ont.; C. G. Henderson, Sgt., Outlook, Ont.; G. G. Livson, P/O, St. John, N.S.; D. M. Mackinnon, P/O, Toronto; H. S. Matheson, P/O, Grand Mere, Que.; M. P. Myers, P/O, Prince George, Que.; D. Heale, P/O, Waterville, N.B.; D. R. Ross, Sgt., Sherbrooke, Que.; R. A. W. Sharpe, Sgt., Montreal; C. G. Shockey, P/O, Prince Rupert, B.C.; R. W. Taylor, F/O, D.F.C., Vancouver; C. H. Yidy, Sgt., Toronto.

KILLED ON ACTIVE SERVICE. G. MacP. Shinnon, Sgt., Central Butte, Sask.; A. J. Dalkin, P/O; O. C. Dunn, Sgt., Vegreville, Alta.; A. E. Hanney, Sgt., Maceo, B.C.; B. H. Zoran, P/O; New-Card, Sgt., Ottawa; A. H. Fletcher, P/O, Charlottetown, P.E.I.; J. C. Halst, P/O, Niagara Falls, Ont.; D. V. Kaye, Sgt., Millard Bay, Ont.

DIED ON ACTIVE SERVICE. C. A. J. Gordon, Sgt., Stratford, Ont.; E. B. Hadden, Sgt., Barrie, Que.

WOUNDED OR INJURED ON ACTIVE SERVICE. G. W. Forster, P/O, Kitchener, Ont.

WOUNDED OR INJURED IN ACTION. J. P. Maloney, F/S, Hamilton.

OBITUARY

F/L G. L. MACINTYRE, D.F.C.

After completing two tours of ops. with Coastal and Bomber Commands, and winning the D.F.C. for "outstanding courage and devotion to duty" while serving in the Mediterranean theatre of war, F/L Gordon L. MacIntyre has been killed in action.

A Galetta, Ont. man, F/L MacIntyre enlisted in the RAF as a pilot about three months before the outbreak of war. Over a year ago he married Miss Patricia Moore, of Londonderry, Northern Ireland. Two brothers of his, Art, and John, are serving in Britain and in the R.C.C.S. F/L MacIntyre was buried with full Air Force honours at Paddington Cemetery, Miles Spit Hill, Mill Hill.

Advertisement for RCAF Officers' Uniforms. Text: MADE TO MEASURE IN TWO DAYS. RCAF OFFICERS' UNIFORMS. STANBROOK LTD. 151 BROADVIEW ST. TORONTO. REGENT ST. W. 151 BROADVIEW ST. TORONTO.

SHORT SQUADRON FLASHES

OVER MY SHOULDER

By F/L PETE MARSH

JUST a dirty old line from the London gang; with S/L Frank Parker and F/L Mark Roach looking over my shoulder it doesn't help the style much. (Yeah, I know, what style?)

It looks as though the "Gen." and I do mean "Gen." Squadron, is taking over London in a big way this week. P/O Doug Shuttleworth and grizzly gang can be seen at any time of day or night doing the rounds in the West End, also "Piccadilly Joe" Vatch, whom we ran into the other night, having a whiff with a nice-looking (quote) Sparky Parker, "be careful what you say there" young friend (no gender mentioned).

One of the biggest losses to W/C L Crooks' squadron lately is the unfortunate for us and fortunate for him, posting of S/L C. S. "Dusty" Dowle, D.F.C. and Bar, of Leader, Sask. So long from all the boys, Dusty, and don't forget to drop us a line.

Congratulations are due to F/S, now P/O, Jim Clark, who was last seen in his new zoot suit with that natty new slack back, ruff cuff, and most likely by now a clear rear. Glad to see you in the mess for that one all around, Jim.

Quoting one of the best cracks from our one and only Mark the other night. He was heard to say in a certain low dive, "Well, I guess I am sort of a hero"—end quote, end all—and I ain't kidding.

So long, you gen. men, we'll be seeing you.

FLASH! Good news has followed us down from the "Gen" squadron. Everybody is pleased to hear of the D.S.O. awarded to W/C Leslie Crooks, D.F.C., our commanding officer, and of the D.F.C. awarded to S/L Frankie Parker. Both are popular and well-deserved awards. Personally, we've got Frankie where we want him and count on him setting them up for the rest of the leave. We'll be after the Winco on our return if everybody else on the squadron haven't got there first.

VETS AND ROOKIES

By A. J. REGAN

HELLO and good-bye, these two words are prevalent these days in the famous fighter squadron commanded by S/L Eugene "Jeep" Neal, D.F.C., of Quebec City. Many new faces appear and many of the old ones disappear.

Warmest greetings are extended to F/O Edgar "Tex" Sanders, from "deep in the heart of"; F/O Dave Brown, of Toronto; F/O Ralph Delbridge, who hails from Exeter, Ont.; and F/O John T. Murchison, of St. John, N.B. Howdy, fellows!

Cpl. "Pete" Saydak, of Winnipeg, returns to us after a lengthy absence, and he was more than welcomed by his fellow armourers; we hope you stay with us a while this time, Pete.

TEA REVIVES YOU!

IN THE AIR OR ON THE GROUND

AND DON'T FORGET TO BUY YOUR VICTORY BOND



The Army and the Air Force team up on an RCAF Army Co-operation Squadron. Back row, standing: F/S R. P. Robichaud, Moncton; F/O Sidney Brouillette, Knowlton, Que.; LAC Maurice St. Armand, Hull, Que. Kneeling, front row: Pte. L. White, Courtenay, B.C.; Sgt. Fred Jolly, Ontario; Pte. G. Bonise, Edmonton.

Leaving the squadron to take up more "Gun and Bomb Gen" are LAC Jimmy Graham, of Fergus, Ont., and Cpl. Art Toal, who hails from Winnipeg. Last but not least goes LAC Johnny Lemay, of Ottawa, whose smiling face in the Orderly Room will be missed by us all. Good luck and all the best, you chaps.

Away from it all, for a few days of well-earned rest are F/O "Gib" Coons, of Morrisburg, Ont.; P/O Archie Gray, "Mark I," of Winnipeg; Cpls. "Norm" Thompson, of Revelstoke, B.C., and Billy Bow, of Weston; also LACs Scotty Falconer, Toronto; "Bush" Lothian and Enoch Smith, of Ranfurly and Big Valley, Alta. Make hay while the moon shines, fellows; there's work to be done when you get back.

During the next few weeks P/O J. W. Sanction, our Intelligence Officer from Montreal, will be sadly missed by the squadron and also by readers of WINGS ABROAD. Have yourself a time in the big city, "Sank," but hurry back.

LAC J. H. "Jackson" Cleary, of Toronto, has his first case of war nerves, whether it is from lack of sleep or watching LACs Dave Kerrigan, of Toronto, and Walter "Potato" Pete" MacLennan, Charlottetown, P.E.I., playing checkers, we do not know, but we sure are wondering. "Take it easy, Jackson, the first few months are the hardest."

"ALL THE BEST"

By ARKAYBEE

"G'BYE and all the best" to S/L D. H. "Del" Kenney, St. John, N.B., our "erstwhile" "A" Flight-Commander. Been with us quite a while now, but the charms of a "Con. Unit" have cast their spell o'er him. The new "boss" of "A" Flight is S/L C. E. Harris, Nova Scotia, who is somewhat of an old-timer with the RAF, having been over here for quite some time.

Back with the Squadron again after some months' absence is none other than S/L J. D. "Pat" Pattison, D.F.C., Toronto, who is now commanding "B" Flight. Guess Pat found the BAT Flight too tame so he came back to the old gang again.

Said a sad "Good-bye" to LACs W. "Pretty Willie" Jardine, Hespeler, Ont.; "Bernie" Stromquist, Edmonton; Jim Henderson, Colinton, Alberta; George Murray, Sovana, B.C.; and E. "Mac" McArthur, Strathmore, P.Q.; as they put their kit gently on the train the other day. Scarcely was the word "Good-bye" spoken than LAC Charlie Morgan, of the Orderly Room Sewing Circle, commenced assembling his goods and chattels together preparatory to moving. Although a member of the RAF, Charlie has been well "Canadianised" and in his capacity of "Minister of Leaves and Passes" was very popular with all of the fellows because of his ever-obliging and courteous manner. He is on a Flying Control course, and we wish him all the best.

A few of the boys are going around with the weight of another stripe on their sleeves—among these being Sgts. E. G. "Smitty" Smith, Brandon, Man.; Freddie Scott, Midland, Ont.; Fred Hardman, J. S. Abrams, Moncton, N.B., who have their long-sought "thirds" up now.

LAC Murray Bell, Sussex, N.B., departed the other day. Seemed sort of reluctant to go, too—can't figure these chaps out!

Wedding bells rang on other day for LAC

CAREER MEN

By CPL M. J. SEELEY

SEVERAL pleasant surprises came to the boys of the Goose Squadron during the past week, not the least of which were a number of promotions—to say nothing about the shadow "seconds" and "thirds" which came through. The well-deserved crown went to Sgt. Hogan, now "Chieffe" of B Flight, and third tapes went to the following fellows: G. M. Kirkham, G. D. Boast, E. E. Godfrey, F. Gee, G. S. Ledger, H. O. W. Henry, R. E. Macdonald and A. H. Lee. Congrats!

The colour of our new pay books has discouraged us already for we consider it an augury of a financial state of affairs which we abhor. However, something new has been added and it's good to get a signature! To date we haven't heard too many complaints about the extra bills being handed out; however, we could not help but notice several days before the first pay day a gleam in the eyes of certain publicans, who know all too well of the disposition of most airmen's "liquid assets."

After twenty months' service, Norman Ranger, of Instruments, used his last "issue" razor blade! Tak, tak!

Dusty Miller's line does not always produce results, if what we overheard in WAAFery Lane recently is correct.

Dusty: "If I start at a given point on a given figure and travel the entire distance around it, where will I get, and what?" ACW1: "Nowhere, and your face slapped!"

Hot news about two of our Yank erks: "Duff" Dutton, J.S., passed around the cigars in a flight last week on the occasion of his "first," a daughter, Diana Louise. Congratulate Duff. We'll be around for our cigar later. Our other Yank friend, Bill Lynch, from B Flight's extremity, hotly denies that he is contemplating matrimony. "Have you got a girl back home, Bill?" "Everybody has a girl back home—haven't they?" Methinks he doth protest too much!

Trapper Green wants to know why "Flare Path" Rhodes Dewis blushes so frequently. We thought that coming from Advocate, N.S., you were a bluntnose, not a rednose!

Before leaving us, F/S Dave Enns, of Morris, Man., our former wireless "Chieffe," took the plunge and married a girl from Iford, Sussex. When this column whispered the possibilities of such a match several months ago, it was denied. Ha, ha! Congratulations, Dave, and all good wishes from all the boys of the Squadron. Section presented the newly-weds with a nice silver service when au revirs were regretfully said.

FLASH! More matrimonial news from the "Sparks" corner. Cpl. Lawrence "Mitch" Mitchell, of Prince Albert, Sask., will say "I Do" on June the first. The lucky lass hails from London. Congrats, Mitch!

"Blitz" Coventry's posting miscarried in more ways than one, for he not only didn't go but Records posted him to another Canadian squadron. Grrr! The boys do miss you, Blitz.

Izzy Isenbaum, before being posted, spent a leave in London. The boys found out that the girl friend objected to the misplaced eyebrow adorning (?) his upper lip—which explained his naked look when he returned.

camp that stocked "hard stuff" the fellows wouldn't need to leave camp from one leave to 'other.

Two promotions and nine departures: A crown now adorns the tunic arm of Larry Thomas, Toronto, one of the original Canadian fighter outfit boys, while Vic Fawthrop, Cornwall, displays two hooks. Great stuff, guys. Gone but not forgotten are F/S Chuck Arsenault, Big Valley, Alta.; Sgt. Paul Bergamini, Windsor; Cpls. Tommy Hilston, Muirkirk, Ont.; Frank Bennett, Regina; and Ernie Defalco, Ottawa; LACs Floyd Winters, Raymond, Alta.; P. Jackson, Rouleau, Sask., and Dil Dillingham; ACI Dan McCormack, Flin Flon, Man.

Now entrenched among the ranks of married men is LAC Harry Thompson, of Hamilton. "Wonderful" (we're very glad to hear it) was the word used to sum up his honeymoon following marriage in Wales to Eithwen Ann Williams. Best wishes to you and your partner, Harry.

Team standings in the intersquadron softball league finds, at the time of writing, all entries tied in points. Who could ask for a closer or more interesting race?



IMPERIAL CHEMICAL INDUSTRIES LIMITED, LONDON, S.W.1

THIS is the symbol of Imperial Chemical Industries, the great British chemical combine known familiarly throughout the world by its initials "I.C.I." I.C.I. is the largest producer of heavy chemicals, dyestuffs and organic chemicals in the British Empire. The number of its products is legion and its sales organization world-wide. The I.C.I. policy of long range research keeps the corporation ahead of competition and leads to the great discoveries which benefit mankind. Its symbol stands for the best that chemical industry can produce.



THAT big blond air-gunner, whose face covered with white ointment received so many sympathetic glances in the Beaver Club last week, didn't altogether enjoy the sympathy. No, sir, Sgt. Gordon Wickson, of Vancouver, had simply fallen asleep in a London park, and awakened four hours later with a bad sunburn. As he had to appear at a dance that evening, he took drastic steps to improve his appearance.

The serious part of Gord's life is devoted to rear-gunning in a Lanc.

A WAG who has completed his first tour in a Wellington, Sgt. J. K. Dunbar, of Canmore, Alta., was seen on holiday, looking up his young brothers, Donald, of the Calgary Highlanders, and Stuart, a former coal-miner, Dunbar plans to stay with the RCAF after the war. He played goans and sub. for the intermediate squaddies during two years of Western Canada hockey championships.

Among other members of his old crew were P/O Cliff Thurston, of Winnipeg, the skipper, and P/O Frank Sewell, the navigator. Both were flight sergeants at the time of the end of the tour.

A younger brother of the well-known Montreal sports columnist, Al Parsley, Sgt. Al dill Parsley has just finished a Wellington O.T.U., and is now beginning a conversion course.

Only Canadian in his crew, Bill wants to send regards to all his old pals in the C.N.R.

As one Westerner to another, Sgt. WAG Bernie "Red" MacKinnon, of Vancouver, was glad to give all the gen. of the wild and woolly country to Pte. R. C. McKenzie, a Calgary Highlander, who has been overseas for over three years now, in a chance meeting in the Beaver Club Snack Bar last week.

Bernie did his training in Canada and is waiting to be "squadronised" by Coastal Command.

We would like to hear of the life and times of one Sgt. Ross Spencer, an Ottawa WAG.

Another air crew athlete is Sgt. Pilot Stan Langille, of Lachute, Que. He garnered a few track and field provincial championships in the course of racing for MAAA.

Now an instructor at a twin-engine A.F.U., Stan has a number of Canuck colleagues. They are P/O McLeod and Sgt. Germaine, both of Winnipeg, and Sgt. Farnell, Fergus, Ont.

Formerly a powerhouse technician, Stan says he will go back to that "unless flying offers something better."

On holiday last week, he visited Scotland and London, the two Meccas for Canucks trekking in search of a good time.

A team at work and a team at play, Sgts. Norm. Gott, of Victoria, B.C., and Jim Campbell, of Renfrew, Ont., were holidaying together last week.

At work Norm. is mid-upper gunner, and Jim, rear-gunner, in their Halifax. They are the only two Canadians in the crew. About the time you read this, they should be beginning their ops. career.

Jim wants to stay with "the mob" after the war, and in fact, has already applied for it.

A Canuck, a Yank and an Aussie are one of the world's most formidable combinations. Put them together in a RAF Coastal Command Liberator, and you should have one side of an equation that will be matched by U-boats in a minus quantity.

The Canuck, the Yank, and the Aussie are respectively Sgt. AG C. E. Currie, Sydney, N.S., Sgt. "Buck" Love, Stanfield, North Carolina, skipper, and Sgt. Gordon Hughes, from Adelaide, the second pilot.

"Buck" recently graduated from an O.T.U. in the British West Indies.

ON LEAVE

WHEN Cpl. Jack Duller, Wolseley, Sask., met his young brother, Bud, for the first time in three and a half years in London last week, he and his pal, Sgt. Bill Sutherland, of Toronto, decided to know young Bud around.

Tired but proud, after Bud finally staggered into a train and left, the boys reported: "We condensed two years of London livin' into 24 hours."

Then Bill, who is unaccountably known as "The Saint," left for Northallerton to see friends because "we've run out of civies here."

A wireless operator mech. like Jack, Bill worked in the radio business in Civvy Street and plans to keep in it.

"I might even stay with the mob after the war if I get a break," he says.

When Sgt. Nav. Bill Peacock, Windsor, Ont., was naming some of his friends who recently graduated with him from a Vimpy O.T.U., he mentioned Sgt. Nav. Ken "Old Folks" Ham-mell, Port Colbourne, Ont.

"How did he get that tagged on to him?" he was asked.

"Well," cracked Bill, "he's young but he's aged quickly."

Others who graduated at the same time included: P/Os Maurice Lambert, Edmonton, a skipper; Bill Couites, Winnipeg; F/S "Champ" Champlin, Charlottetown, a skipper; and Sgts. "Texas" Thomas, El Paso, Tex., a navigator; "Red" Main-man, Bridgewater, N.S.; and Pete Marshall, Kelowna, B.C., a navigator.

LAC Jim Foley, a hometown pal of Bill Peacock's, met him for the first time in two and a half years in the Beaver Club lounge.

Harking back to his football career with an Assumption College team, Jim explained: "I was 'demon' left-half in our banner year—the season we won two games."

In on a "24" LAC Jim McDonald, a fitter from Sydney, N.S., announced his intention of spending the day in the park, getting in some rest, sun and improving conversation with passing perambulator pilots.

Jim would like LAC Harry Bulloch, Brantford, Ont., to write him.

Another "agony item" is contributed by Sgt. WAG Fran Orlinski, of Winnipeg, who wants LAC B. Schwartz, also of Winnipeg, to write in care of the Canadian Base P.O.

Asked what attraction lured him to London, LAC Geoffrey Hawkins, of Toronto, replied loftily: "I think that's rather obvious."

As Geoffrey was staring at nothing more enlightening than the hole in a doughnut at the time the puzzled interviewer asked him to expand on this.

Oh, I simply meant the historic sights," Geoffrey explained, "crying a grinning friend from the Irish Guards."

He would like P/O Norman Morrison and Sgt. Robert Biddell, both Toronto pilots, to get in touch with him.

SUPER PAY SERVICE

The RCAF pay service has been streamlined. For 365 days a year the U.K. Base Accounts Unit at Knightsbridge, London, is open to give service to ROAF personnel. All officers' and men's accounts are kept in London under the new system. Any member of the service can come in and examine his account.

The hours that the RCAF Base Accounts Unit is open are:

- Weekdays: 9 a.m. to 5.30 p.m.
- Saturdays: 9 a.m. to 4.30 p.m.
- Sundays: 10 a.m. to 4.30 p.m.

Don't forget that the correct address is: RCAF United Kingdom Base Accounts Unit, 1, Hans Rd., Knightsbridge, London, S.W.3.

Rosiek, Candiac, Sask., who is another of the Moosemen who have succumbed to the charms of the English lassies. Congrats, boy!

F/L W. W. Colledge, Vancouver, B.C., and his gang reported in recently to do some flying with the Moosemen, along with F/S Bert Kirkham, Salt-coats, Sask., who arrived with his crew for the same purpose. The "Glad Hand" is extended to these boys, and to all the other chaps who have joined our "little gossip" lately.

SICK QUARTERS

By LACs DOUG. HAROLD and CECIL WOLFF

ATTRACTION of the week at the Swordfish Squadron was a special Mother's Day church service conducted by S/L Bruce "Personality Plus" Millar, RCAF Padre from Toronto. Attendance was voluntary; a capacity crowd turned out. Our thanks to S/L Millar for a super-duper sermon.

"I wuz robbed." And quite justifiably might F/L Bill McMillan, Vancouver, coin that pitiful pugilistic plea. Here's the story in two short and snappy sentences. Officer's leave comes. Officer in Sick Quarters. Betcha officer makes exit a la Superman when Doc gives the word "go."

Reinforcements what hot! Sorely needed support for F/L Alvin Cohen's staff in sick quarters checked in last week. ACI hospital assistants George Payne, Montreal, and Clarence Sproule, Sarnia, are their handles. The old-timer, with two well-worn hooks up, just in case you didn't recognise him with the added worry wrinkles is none other than Cpl. Al Hatrop, Winnipeg. A burden is shared. A worried brow clears. Comes partial relaxation.

Welcome news comes from a nearby saw-bones' workshop to the effect that Sgt. Al Glass, of Virden, Manitoba, is progressing favourably, soon to report back for duty behind his shootin' iron.

Postal facilities in our own backyard are now afforded by the attachment to the Squadron of postal clerk LAC Chuck East-er, of Chatham, Ont., who lost little time in making available the purchase of stamps, money orders and mail registration. Now if we only had a pub on (Continued at foot of next col.)

NUFIX

Unequaled for Hair Health and Well-groomed Appearance

OBTAINABLE EVERYWHERE IN LIMITED QUANTITIES
WALDEN & CO. (NUFIX) LTD., THE HYDE, LONDON, N.W.9



VISITING FIREMEN

RADIO Mechs. who think life is a bit of an ordeal ought to listen to LAC R. H. Magarvey, of Canning, N.S. He has been on toughening courses since mid-February. During that time he has slept in beds only while on leave or on pass; and the waking hours have been a lot tougher than that. Magarvey, who is big and square-built, admits he has "been sleeping 'til noon every day" on this leave, his first since February. There are only two other Canucks taking it, LACs John MacDonald, Glace Bay, N.S., and Stan Poole, London, Ont. The boys spent a good deal of their leave "north of the border."

Another husky, LAC Knight Morton, of Minnedosa, Man., used to play on a Manitoba junior hockey league championship team, the Minnedosa Elks. A 190-pounder, Knight played defence. He is proud of the fact that all of his old team-mates are now in Canada's forces. Lounging around the Beaver Club Snack Bar one day last week in sports clothes, featuring a two-tone leather wind-breaker, Knight mentioned that a couple of buddies, from his station were also spending leave with him. They are JACs Art Eastman, of Montreal, and Les Mullins, an Ontario man.

If any graduates of the Mount Allison course of June '42 spot this lead nickel in the treasury of English literature, they are invited to write LACs "Mac" Ravitsky, of Montreal, and Murray Young, Marysville, N.B.

The two met last week in London for the first time overseas.

"Mac," a well-known figure in Montreal Y.M.H.A. athletic circles, spent his leave with P/O David Caplan, another Montrealer. Dave came to the big city to convalesce, which is just what a Montrealer would be apt to do.

Two men with a future in Canadian industry were in town last week in the persons of LACs Al Kendall, of Montreal, and Pete Mulder, of Windsor, Ont. From the same station, the boys spent their leave together.

Al was in his second year in chemical engineering at McGill when he enlisted, and Pete operated an overhead railway in an industrial plant, which sounds like a complicated way of having fun as well as a swell way to earn a living.

That small, struggling figure entirely surrounded by a respirator, a stack of cigarette packages, a suit of pyjamas trailing over his arm and other coffee-stained accoutrements—that figure, we repeat, which was seen marching confusedly around the Beaver Club last week, was not the incarnation of the man named Joe. It was LAC Bob Blenman, of Hamilton, in action.

Vastly enjoying himself despite the clutter that encircled him, Bob confessed that he would be visiting clyvy hosts in Glasgow later, via the good offices of Lady Frances Ryder. He would like a hometown skating club pal, Sgt. Harold Simpson, now a pilot, to get in touch with him.

Asked this reporter's favorite bromide—what lured him to London—LAC Joe Simpson, of Toronto, admitted solidly that it was a Scotch nurse in his case.

"That's just how it is," says honest Joe. "If a Canadian don't go to Scotland, the Scotch come to him."

After "seven days of luxury" in a hotel near the famous "Punch Bowl" in Surrey, which he reports looks like a fairyland right now, Cpl. Hank Faron, of Moose Jaw, has returned to the wireless warfront.

A former radio medico in New York City, Hank will keep to the same field after the war, though he is undecided whether to do it in Canada or the States.

A former hardware store manager, now a radio mech, soon to be a pilot—he hopes—LAC Howie Hyland, of Edmonton, was on vacation last week. He would like word of a hometown pal and fellow R/M, LAC Gordon Sturrock. Write in care of the Beaver Club, London, Gord.

COUNTY DURHAM

By LAC Bob Weeks

IT was raining heavily, and Hank Tuero had got his feet muddy. Wearily he went to the wax cupboard, grabbed a rag, and planked his foot on the nearest rest. That nearest rest happened to be a plunger type fire extinguisher.

Slushy foam started spurting out. He yelled and set the nozzle pointing outside. Meanwhile Jimmy Outtrim had finished washing, and made a hurried dash for the hut door. The rain

grew into a torrent of foam—he was drenched.

After ticklish negotiation an armistice has been signed between the above airmen. Note: Only an armistice.

Johnny Walker, Miniota, had been out pubbing. There's no room for soft soap. He'd been out pubbing.

Certain corporals, namely, Andy Leprade, Ottawa, and Gil Millar, Starbuck, had been getting in his hair; they'd been rousting him out at seven-thirty, etc. It so happened these troublesome two were in bed when "Johnny came marching home." Doug. "I made myself Baldy" Winfield was there, too.

Firstly, Gil Millar hit the floor, Johnny was such a super salesman that Gil helped lay Leprade low. Andy has since struck back by a war of nerves. Walker is growing gaunt and grim waiting for the hour of reckoning which never comes.

Stan Crisp, Toronto, one of our star muscle men, is back from London. Another cherubic countenance walks around on sagging legs. M. Gilekman, Sydney, after ten days in hospital dreams of eggs—not aces.

F/S Al Preist, Calgary, looks very very dashing and romantic these days. A triple gear bike complete with white-walled tyres goes well with his soft leather gauntlets and manly chest.

NORTH WALES M.U.

By Bill Sellers

CPL JACK ALLEN drew the prize job of the week. A number of WAAFs from our shop wanted to do a little overtime work and Jack was detailed to stay with them and to keep them in order. No one can call that work misemployment.

Last week it was reported that five of the rover boys had returned. Now they have all really been posted. If they are on your station give the boys a welcome for they are a good bunch, Cpls. Gallagher, Wilson, LACs De Vito, Guy and Irvine. Hugh Beith is the only fellow on leave this week, but he has gone to London and won't be lonely. I understand he made arrangements with one of the boys to look after his Welsh gal for the nine days.

Who was the corporal who went to pick up his trousers from the pressers and was handed a pair of "passion killers" (RAF issue undies) which he had forgotten to remove from said trousers? Was his face red when the pretty little clerk said, "Are these yours?"

It makes you wonder what the ex-squadron boys will be doing next. Now they've organised a bowling league. There is nothing regulation in the equipment, the alley stretches up the length of their but, three soft balls and five pieces of wood complete the set up. They say it's a lot of fun, and Roy "Tag" Taggart has a steady job as pin boy.

The soft ball game for this week was called off, but we'll have two games to report on next week, so I'd better rest up till then.

WILTSHIRE M.U.

By LAC Louis ZIR

JOE DENNIS, happy-go-lucky "A Grouper," from Dunnville, Ont., is now elsewhere. He'll be interested to know that "Popcorn" Wilson obtained his nickname because he spends all his spare time popping popcorn whenever he has popcorn to pop.

Rumour has it that LAC Casseiman has been spliced to a corporal WAAF, and that Cpl. Gillespie received a letter from Canada that made him awfully anxious to see his native sod pronto.

LAC Stapleton, also an Irish R/M, now flaunts his shadow tapes.

LAC Joe May, the "Bournemouth tripper," spent a luxurious leave with friend wife at a London hotel. LACs Chuck Balson, Ken Spread and Johnny Strain spent an equally expensive leave at South Wales M.U.

LAC Stan Siwak's sister made sure Stan wouldn't forget a very important date. He received a birthday cake intact, three days before his birthday.

LAC Bill Odell spent his "Easter 48" at Bournemouth.

Don Wilson's big brother, an officer observer, who has been overseas and out of touch with him, has finally turned up in Scotland. Don received a note from him: "I'm here," it said, "where are you?"

"Happy" Ken Somers is due to make an inspection tour of Scotland soon, with headquarters at Peebles. Jessale will miss him.

(Continued on page 5, col. 2)



Three Canadian women who have been working in Britain as civilians since before the war were recently enlisted in the RCAF Women's Division. Seen trying on their uniforms in equipment stores, left to right: AW2 Agnes Healey Scott, of Toronto, AW2 Jane Margaret Roberts, Toronto, and AW2 Esperance Nadja Nelma, of Quebec City. (Official RCAF Photograph.)

CANUCK FLYERS FISHED OUT OF MEDITERRANEAN

F/S Miller Gave His Life Defending Helpless Flight Leader

Now that the main war front in the West has gone to sea—the Mediterranean—the news spotlight has shifted back to the George Cross Island of Malta. Dogfights have always been a dime a dozen there ever since the Italian air blitz in the summer of 1940 was met and turned back by three doughty antiquies, Gloster Gladiator biplanes, which fought the waves of Italian bombers and fighters off for weeks.

To-day the Spitfire reigns over Malta's blue sky, and among the hand-picked crowd of fighter pilots there is a high proportion of Canadians. It's still a hazardous calling, though. Within the past few weeks two Canucks have been picked up from the sea after bailing out from disabled aircraft. One was F/O Bruce Stovel, of South Porcupine, Ont., and the other was F/S Jerry Billings, of Essex, Ont.

A veteran flyer, Stovel has taken part in many sweeps and patrols from Malta. Earlier this year he helped to shoot down a Savoia-Marchetti SM79, a three-engine bomber, off the Tunisian coast. He put a burst squarely into the big kite, and got a hole through his own windshield. The Eye-tie was eventually shot into the sea and credited to F/L Ian McLennan, Gull Lake, Sask. In another scrap Stovel and three other Spit pilots attacked 15 Me.109s and 20 Ju.52s off Lampedusa Island.

Sea Bath in March

Billings got his ducking early in March. A formation of 109s jumped him and shot him down. Though he gashed his legs getting out of the cockpit, he returned to the air quickly.

Former mates of Stovel on the same RCAF squadron in Britain are two other Malta vets, F/O Gordon Lapp, Medicine Hat, and F/O Matt Reid, Winnipeg. Each has well over 100 op. hours to his credit.

While escorting fighter bombers on a Sicilian "do" recently, Lapp went over a Ju88 over the sea. He had one of its engines blazing when the approach of several 109s forced him to break off the engagement. It went down in the records as a "probable."

Another Canadian to come back with his machine the worse for enemy fire recently was F/S George Mercer, St. Mary's, Ont. He was flying with Billings the day the Essex lad was shot down. Also in the formation was F/S Alastair McLaren Kenogami, Que.

Half a "Kill"

F/S George Nadon, Temiskaming, Que., has also had enemy ammunition enter his aircraft—twice in a few weeks. He has half a F.W.190 destroyed to his credit.

Other Canuck fighter pilots in Malta who have gained much experience of late are Sgt. Bob "Zip" Zobel, Raymond, Alta.; F/S Lloyd Sinclair, Paris, Ont.; F/S John Maffre, Longueuil, Que.; P/O Charles Webster, Windsor; and F/S Boyd Dunning, St. Lambert, Que.

There is another lad whose name no longer appears in the roll of pilots, but of whom his fellow-Canadians are very proud. His name is F/S John Newton Miller, of Toronto, and he was out with his English flight commander in mid-March on a low-level op. which ended with his companion in the sea eight miles off Sicily.

The Englishman climbed safely aboard his dinghy, but there was a horde of Me.109s approaching. Fearing they might attack him, Miller circled his helpless companion.

RADIO PROGRAMS CARRY HOME NEWS

Your best opportunities for keeping in touch with up-to-the-minute happenings at home occur twice weekly on the British Broadcasting Corporation Forces wavelength. On Monday night of each week from 6.30 to 7.0, Canadian Calendar presents all-Canadian coast-to-coast news and a special RCAF newscast from Canada. On Thursday night of each week at 9.55, Canadian Press news features current happenings at home from coast to coast and the latest Canada-wide sports news.

JUNKERS DID NOT GET FAR

McCordle Was Attacked Only Once in Course Of 24 Op Flights

In the course of 24 ops as a WOP/AG in a crack RAF Stirling squadron Sgt. J. "Mac" McCordle, of Miami, Man., has only once been attacked by an enemy nightfighter. That was after they had dropped their bombs and were returning from Dortmund.

The captain of the bomber, F/S Arkinstall, of the RAF, spotted a Ju.88, and a second later bullets were smashing into the bomb bay and bomb-aimer's compartment. In the compartment was F/S P. Shaughnessy, of Montreal. He was not so much as scratched. The rear-gunner, R. T. Bond, repiled with three bursts and saw his tracer bouncing off the Junkers. At any rate, they were bothered no more by the fighter. Navigator in the Stirling was F/S G. Vipond, of Kapuskasing, Ont.

F/S McCordle is best pleased over the first of his two raids on Berlin. He admits there was nothing unusual about the operation, but just the fact "that it was Berlin" gave added zest to the trip.

Early in his ops. career his aircraft was coned in the searchlights at Lorient and riddled with flak. The rear turret was damaged, the intercom put un-serviceable, and each member of the crew collected some flak souvenirs. Nobody was hurt.

He pays tribute to the English skipper for the way he flew the Stirling home from Cologne another night when one engine conked while coming out of the target. Icing in heavy clouds forced the bomber down to 5,000 feet. Over Ostend, forced to take evasive action from anti-aircraft fire, they lost another 2,000 feet. The skipper nursed the Stirling back on three engines and they landed safely.

He hadn't long to wait, and with the heavy odds, the fight was soon over. Spitfires escorting an amphibian rescue machine arrived just in time to see the end of the unequal combat, and to send the enemy scurrying for home.

"He didn't have a chance," said a Canadian squadron-mate, grimly, after they returned to base with the rescued flight commander. "They piled on to him. He had plenty of time to run for it, but he wouldn't leave a pal in the lurch."

ENLISTMENTS FOR OVERSEAS W.D.s

A new plan to enlist Canadian women living in Britain, and English women married to Canadian troops in the overseas branch of the RCAF Women's Division, has been announced at RCAF Overseas Headquarters, London.

The new scheme is open to women in the following categories:

Canadian citizens (i.e., women born in Canada of Canadian parents and who are at present domiciled in Britain).

Women who, at any period of their lives, have lived in Canada for a continuous period of five years.

Women born in Britain of Canadian parents.

Women born in Canada of parents of any nationality (except enemy aliens), regardless of the length of time they spent in Canada.

English women married to members of the Canadian armed services.

Three Canadian women who have been living in Britain since before the war have already been enlisted in the Women's Division.

COOK RELATES ENGAGEMENTS AGAINST AXIS

He Was Navigator of Kite Which Was Attacked By Four Fighters

Three things at least that W/O "Bud" Cook, Sherbrooke, Que., navigator, will never forget about his war flying, are the night his aircraft was attacked by four nightfighters, the night an Axis locomotive blew up just underneath it, and the time they dropped four 500-pound bombs on several Axis trains.

They were flying near Brussels when a quartet of Ju.88s in line abreast charged them from the rear. One branched away to head them off and the other three roared up, holding their fire until they were near enough to be dead sure of a "kill."

But the British pilot was too quick for them. Though his aircraft was at only 4,000 ft., he put it into a terrific dive. The plane swooped level at 370 m.p.h., with only about 300 ft. between it and hard earth. The Ju.s were left behind in the darkness.

Sighted Train

Another night they sighted a freight train in Axis Europe. The aircraft shot down from the rear and roared over the length of the train, gunning it. It was flying just above the locomotive when a terrific explosion jolted their kite up and down and marked the bottom with bits of metal.

Cook's most satisfying experience came the time they happened on "eight or ten" trains standing in an Axis railroad depot. They dropped four 500-pound bombs that turned trains, freight and depot into one scrambled jigsaw puzzle.

A navigator, Cook, has flown in both Boston and Mosquito. He is a nephew of the late R. Webster, a prominent citizen of Sherbrooke.

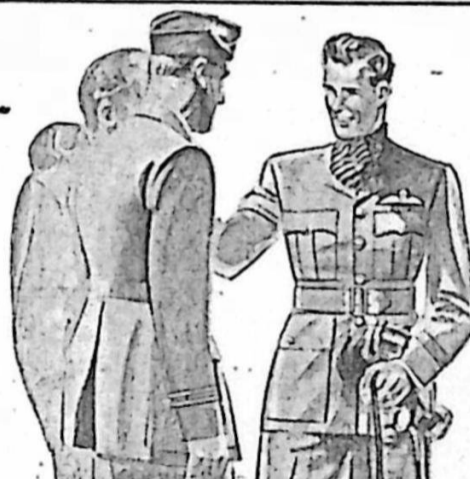
RCAF CONTINGENT LED BIG PARADE

Two large flights of RCAF personnel—one air crew and the other ground crew—led the Air Force in a parade for the opening of the Wings for Victory Week held recently at Liverpool. RCAF, WAAF and an air-sea rescue float made up the rest of the Air Force parade.

The Canadians, led by their commanding officer, W/C Massey, of Toronto, marched to the skirl of the bagpipes. The band consisted of airmen and WAAFs from an adjacent station.

The three services were represented and the senior service the Navy, led them off, followed by the Army and Air Force. Also the Wrens, ATS, and WAAFs were out in big numbers and with their smart appearance received great applause.

The march past was taken by the Rt. Hon. Sir Kingsley Wood, M.P., Chancellor of the Exchequer. Also on the officials' stand were high-ranking officers of the Navy, Army and the Air Force.



It is right and just that British officers should wear the best-tailored uniforms in the world. Our job is to see that the standard never falls.

AUSTIN REED

103-113 REGENT STREET, W.1 - CHEAPSIDE, E.C.2. Bath, Belfast, Birmingham, Bournemouth, Bristol, Edinburgh, Glasgow, Harrogate, Hull, Leeds, Liverpool, Manchester, Norwich, Nottingham, Oxford, Sheffield, Southampton. Also at Aldershot, Amesbury, Barmouth, Bothwell, Coventry, Dunbar, Hove, Plymouth, Richmond (Yorks). London Tel. Regent 6759.

RCAF FLYERS ARE INVESTED

W/C Paul Davoud, of Kingston, Ont., formerly C/O of an RCAF nightfighter squadron, was invested with the D.F.C. by His Majesty the King at Buckingham Palace last week.

Numerous members of the RCAF were similarly honoured at the investiture, including S/L Eugene "Jeep" Neal, of Quebec City, who returned from a short visit to Canada to take over a Spitfire squadron after having done heroic work as a fighter pilot.

Two Americans in the RCAF were among those decorated, S/L H. A. Forbes, Tatamajouche, N.J., and F/O E. B. Cozens, Haverford, Pa.

Among others who were invested with the D.F.C. were S/L W. E. F. Grierson-Jackson, Guelph, Ont.; F/L J. E. McCormack, Estevan, Sask.; F/L J. P. McElroy, Port Arthur; F/L R. I. Smith, London, Ont.; F/L H. W. Stewart, Montreal; P/O R. H. Sutton, Winnipeg; F/O F. C. Waterman, Princeton, B.C.

S/L A. A. Shelton, Trenton, Ont., was invested with the A.F.C.

Participant of a 500-mile walk in the Western Desert and the Quattera Depression in 27 days of the Middle East campaign, P/O R. L. Spence, of Highgate, Ont., was on hand to receive his D.F.M. With him was his Aussie gunner, F/S John Wood, who made the trek with Spence. Their special guest at the Palace was Mrs. N. I. Buteriss, of Walthamstow, England, whose son was tail gunner in Spence's Wellington. He is now a prisoner of war, having been unable to "walk it out" owing to injury. The other two return to Canada shortly, Spence on leave, Wood on a pilot's course.

PAY TABLE CRUMBS

PHIL ETCHES stole a march on us last week by having a long informal talk with the King and Queen. Phil says, "The King is O.K., but the Queen—she's wonderful!" They had quite a chat over a snapshot of the Queen taken on the platform of the royal train. Now we hear that LAC Etches has a pass to next week's investiture at Buckingham Palace. Guess we don't meet the right people.

During the past week Cpl. Kyle, Cpl. Deschenes and LAC Norm Morris departed from our happy family on posting. Cpl. Woodrow now parks his size 9s under our table as the latest addition to the U.K.B.A.U.

AWI Chris Smith (Montreal) received the good news this week that her brother, who had been missing for sixteen months, is an uninjured prisoner in Japanese hands. Smitty celebrated the occasion by becoming ambassador of good will to the Dutch Navy!

The Bridges lost two tough ball games this week, 3-2 and 7-5. LAC "Chuck" Price wants to furnish the team with banjos instead of bats. There is a persistent rumour doing the rounds that we may soon see a sports officer appointed and a committee formed. In the past, recreation and sporting activities have been handled by a few energetic, armen and results have proven beyond doubt that this unit is sports minded and organised sports would certainly be appreciated. "Good body—good mind!" Bouqueta to LAC "Jack" Moulton on always having nine men out to a game, even after four reverses in a row. "Get-well" wishes are extended to our "Hello Girl," LAW Henry; also to "Willie the Office Prophet," Cpl. Jack Heenan, both confined to hospital. Well, we warned you, Jack, that your strenuous evening lectures on "Woo—and How to Pitch It" might prove too much.

WESTERN UNION
CABLEGRAM

AMERICAN TELEGRAMS CO. LTD. CANADIAN NATIONAL TELEGRAPHS

WU TO Canada

Have you thanked them for that last package!



This crew walking away from their Wimpy have just finished an operational flight in India. They are, from left to right: F/O D. W. Hill, Peterboro, Ont.; F/S V. P. "Hap" Cruickshank, Kirkland Lake, Ont.; Sgt. E. R. Anderson, Pine Falls; Sgt. A. A. Stephenson, Orillia, Ont.; Sgt. W. J. "Shorty" Amory, Montreal, and Sgt. P. Melneczuk, Nelson, B.C. (Official RCAF Photograph.)

WITH RADIO MECHS SOUTH WALES M.U.

By Sid and Hank

OUR little red books have arrived and were at once the subject of intense interest. The pay system is now visibly simplified. Even the fellows from the West are having no trouble understanding it.

Arrivals are "Red" Gallagher, of Winnipeg; Wilson, of Westminister; Ervine, of St. Catharines; and "Bud" DeVito, of Trail, who would like to say hello to Lou Ziff and tell him that he is still travelling.

There is also the inevitable Englishman in the company, Cpl. Striffler, who they are trying to educate despite his insistence that he is rapidly degenerating.

That metal man, Thomas Fry, is back from his quarterly pilgrimage to Weston-super-Mare. Tom catered extensively to the inner man and to use his own words, quote—censored—unquote. We gather that a good time was had by all.

Our intelligence system informs us that a former member of this station, now stationed at the Wiltshire M.U., is to visit us this week-end. So the band will be out and the flag flying for Cpl. Jack Gillespie. Wish we had a fatted calf for him or even a calf.

Another of the old guard to depart was that energetic, late Hamiltonian, Frank "Rip" Van Wilkins, fortunate in his posting to a Canadian squadron. We hope you like it, "Rip." Don't forget to write to your pals on the frontier.

Hey! Casey of Can. forty-eight, we have a lad here named Reid who would like to contact you. To assist your memory he has a shock of dark hair and what we might call an original style. His number is R.153607; see what you can do, Casey.

Another son of Brantford drifted in a while ago to take the place of one who has left us. Welcome, LAC Bailey. Now that you know where he is you can write him for those quids and bobs he had doubtless borrowed. No one can hide out here.

"CANADA HOUSE," INDIA, IS STRAW-ROOFED HUT

Regimbal, Abel, Buckham And Farrington Are Present Tenants

Canada House in London is known to thousands of Canadians overseas—an imposing building which houses the offices of the High Commissioner. In India, however, there is another Canada House. Far from imposing, it is a straw hut with a leaky roof, but a sign outside the door says "Canada House" and that's what it is to its four occupants, RCAFers attached to a Wellington squadron in India.

F/O R. T. Farrington, of Vancouver; F/O G. C. Abel, of Melville, Sask.; F/O R. H. Regimbal, of Sudbury, Ont., and F/O R. H. Buckham, of Brandon, Man., are the regular residents.

From time to time, though, it is the meeting place of other Canadians with the squadron who gather to read the few many-months-old newspapers which are available there, or discuss the relative merits of the climates of British Columbia and Ontario.

No Glamour Hat

The straw-thatched roof leaks during the heavy monsoon rains, but bedclothes dry again as soon as the tropical sun comes out. Somebody shot a snake in the corner of the hut the other night, but there haven't been any about since.

The four Canadians are on the look out for a Canadian ensign to fly from their door, but they have just about given up hope of coming across one in India. Because of the ban on the sending of newspapers and magazines from Canada, they are a bit short on Canadian news and pictures. You occasionally find Canadian cigarettes around, but they are pretty scarce now. Few Canadian cigarettes sent to members of the RCAF in India are getting to them. What there are, however, are shared.

The "social register" of Canadians who occasionally drop in reads like a gazetteer of Canada. The names include F/O D. W. Hill, Peterboro, Ont.; F/S V. P. Cruickshank, Kirkland Lake, Ont.; Sgt. E. R. Anderson, Pine Falls, Ont.; Sgt. A. A. Stephenson, Orillia, Ont.; Sgt. W. J. Amory, Montreal; Sgt. A. H. Goodman, Nordege, Alta.; F/S B. H. Lefurgey, Regina; Sgt. P. Venoit, Bathurst, N.B., and Sgt. A. J. Martin, of Trail, B.C.

RCAF TO PLAY YANKS IN SOFTBALL LEAGUE

The RCAF will be represented in the International Softball League which opens on Sunday, May 30, at 2 o'clock in Hyde Park. The league is made up of one RCAF team, two Canadian Army teams and two American teams. High ranking officers from each of the services will be there to give the league a send-off.

The first series will be played according to American rules; the second according to Canadian. There will be no playoffs; the top team at the end of the season will be declared the winners.

INSPECT WORK OF THEIR "GOOLIES"

It isn't every day that a bomber crew has a chance to see what damage their "goolies" have done. But some of the fliers from an RAF Boston squadron took a trip by car up to the front-line area during the closing stages of the North African campaign to inspect some of their work done the previous weeks at Long-stop Hill.

P/O Benny Yanover, Hamilton, F/O Dick Kerby, of Calgary, who is a cousin of W/C Harold Kerby, of the RCAF, and Sgt. Angus Bruce, of Kingston, Ont., were in a party that made the tour of the battered positions. Kerby and Yanover are pilots and Bruce is an air-gunner.

At one point in their tour the party wandered away from the guidance of the army and were informed by a messenger, who approached on hands and knees, that they were under observation from a German position not more than three miles away, and were likely to come in for some special attention if they continued their stroll.

The fliers were able to get a close-up view of the damage their bombs inflicted and at the same time collect some souvenirs of the Axis retreat from the position.

The later sweep was an escort operation, taking Fortresses to a target at Meaulte, and the Canucks destroyed three enemy fighters and damaged three.

P/O H. J. Dowding, of Sarnia, Ont., spotted one flying level with his section some hundreds of yards off. "I instructed him to shoot it down, which order was promptly carried out," read the report of W/C J. E. Johnson, D.F.C. and Bar, Leader of the Wing.

Dowding was also credited with a third share of another. It dived away upon the approach of his section and crashed into the channel.

W/C Johnson himself destroyed one near the target area. He described how two other enemy fighters rolled over and dived out of range when his section charged.

"One of them pulled out near the ground," he said, "while the other dived into the Channel. Not a shot was fired by me or Dowding or F/O Bob Bowen, D.F.C." MacDonald and Godefroy each scored hits on enemy fighters, and P/O W. T. Lane, of Sudbury, Ont., damaged a third.

AIR BATTLES

(Continued from page 1)

straight down a moment after he fired, but he was unable to see what happened to it.

F/L R. H. "Kelly" Walker, of Stamford Centre, Ont., and the "Oshawa" Squadron also got one.

The later sweep was an escort operation, taking Fortresses to a target at Meaulte, and the Canucks destroyed three enemy fighters and damaged three.

P/O H. J. Dowding, of Sarnia, Ont., spotted one flying level with his section some hundreds of yards off. "I instructed him to shoot it down, which order was promptly carried out," read the report of W/C J. E. Johnson, D.F.C. and Bar, Leader of the Wing.

Dowding was also credited with a third share of another. It dived away upon the approach of his section and crashed into the channel.

W/C Johnson himself destroyed one near the target area. He described how two other enemy fighters rolled over and dived out of range when his section charged.

"One of them pulled out near the ground," he said, "while the other dived into the Channel. Not a shot was fired by me or Dowding or F/O Bob Bowen, D.F.C." MacDonald and Godefroy each scored hits on enemy fighters, and P/O W. T. Lane, of Sudbury, Ont., damaged a third.

MEMBERS OF RCAF FLY AGAINST JAPS IN EAST

News of Clark, Cruickshank, Regimbal, Cook, Abel And Several Others

F/S R. E. Clark, an American pilot with a RAF bomber squadron in India, hopes the war will be over soon so he can go back to Canada.

A native of Buffalo, N.Y., he first visited Canada to join the RCAF. While doing two months' guard duty at a station in Moncton, N.B., he became engaged to a local girl.

As soon as he gets back Clark hopes to marry and expects to settle down in the Maritimes.

At one RAF bomber station in northern India, a northern Ontario's mining country is well represented these days. Three RCAFers, two of whom worked in the mines, are team-mates in this Wellington squadron. They are F/S V. P. Cruickshank, an observer from Kirkland Lake, Ont., who used to work for a gold mine before he started dropping bombs on Japs; F/O R. H. Regimbal, of Sudbury, Ont., a smelterman turned pilot; and Sgt. A. M. McGillis, a WAG from North Bay, Ont.

All three are engaged in ops. on the Burma-India front, attacking Jap shipping and troop positions.

Another Canadian WAG now with a Wellington squadron in India is F/O G. C. Abel, of Melville, Sask. He, too, has been active, shooting up Jap sampans and river boats.

These Westerners stick together. F/O Art Cook, a pilot from Calgary, and P/O D. A. ("Peter") Briscoe, an observer from Victoria, have flown from Montreal to Calcutta together. They are still together in a Hudson crew in a transport squadron in India.

They flew the Atlantic together in a Ventura and, after training in Britain, flew a Hudson to India via Egypt.

It's a long way from Montreal to India, but a couple of Montrealers who came all that way to fight are flying in the same bomber crew and a third Montrealer is in the same squadron.

Sgt. J. R. P. Markowski is pilot in the Wellington bomber in which Sgt. W. J. H. Amory is a gunner. A navigator with the same squadron is F/O A. J. Holt.

All three are taking part in ops. against Jap shipping off the Burma coast. All three are anxious to get this business cleaned up and have a look at St. Catharine Street again.

W/O Johnny Hawks, RCAF observer from Regina, has totalled himself a lot of flying miles since he joined up in July, 1940. To-day he is marking more in bomber ops. on the Burma frontier.

After training in Britain and Canada, he flew a short tour in the Middle East, returned to Britain for a job as an instructor, went back to the Middle East, and then on to India. Since then he has been on anti-sub. patrols.

Hawks hopes his next posting will be somewhere about Japan, and the next after that across the Pacific to Canada.

"K" FOR KIWI CAVORTED IN A MAIN DRAG

Bomber Crew Go Tourist And Sightsee Turin After Bombing

The best fun Sgt. Lawrence Kelly, of Vernon, B.C., had in his first tour of operations happened on a Turin raid.

They had dropped their bombs on the target, and there were a few minutes to spare before they were scheduled to turn for home. So the New Zealand skipper dived the Stirling to within 300 ft. of the city's streets. It thundered just above a main street, while its gunners kept up a steady fusillade against nearby A.A. defences.

At the end of the street a great monument suddenly loomed up. The Stirling wheeled around and above it, tipped on wingtip, and roared back down the street, its guns rattling away at the confused defenders again!

In the course of an adventurous career, "K for Kiwi," as the Stirling was known in its squadron, once remained in flight, on a minelaying "do," well over 10 hours—almost a record.

Her closest call came on a Berlin raid. She got off course over Hamburg on her solitary way to Berlin, when a great concentration of searchlights picked her out.

For 14 frantic minutes they followed the diving, twisting bomber inexorably. The unearthly light inside the Stirling almost blinded the crew. Flak bursts cracked all round them, but thanks to the pilot's skillful evasive action, actual damage was slight.

In the big raid on Essen not long ago the Stirling was again coned by searchlights. They had dropped their bombs over the target area, and while other bombers roared into their bombing run, "K for Kiwi" dodged around the sky, distracting the defender's fire.

Now on sale in the Canteen

Phillips' Dental Magnesia

Your "regular" Toothpaste

Phillips' Dental Magnesia is sold by all N.A.A.F.I. canteens. Same size, same quality as you got at home. Keeps teeth white, the breath sweet and the mouth fresh and clean. Get a tube to-day.

TIP FOR SAFETY RAZOR USERS
No. 1 LATHERING. Most shaving soaps contain an ingredient which softens the stubble. Give it time to work. Your razor blade will last longer if you lather for twice as long as you usually do.



HEADQUARTERS

AIR MARSHAL EDWARDS. C.B., and Air Vice-Marshal Curtis, D.S.O. and Bar, attended a dinner held last Friday in a London hotel. About 100 officers were present at the affair.

The only statement F/S "Strongheart" Jeffries had to make about his star flight-performance at the Junior Prom. was—"Grrr." What was said about Sergeant-Major Clarke in last week's column goes double for The Strongheart with regard to "Attention" and "Stand at Ease." After many minutes of such repetition Seven squad, now disbanded, chorused us under their breath, "Why doesn't he make up his mind?"

Jack Steward would like to point out the prominence of Jack Tuxford at the Prom. Monday morning. "Tux" saluted with his left only because he is left-handed, and the book of rules has never made allowance for left-handed Joes. Many, many others were prominent at the Prom. Oh, well it has been fun, hasn't it?

Cpl. Elliott will be back on parade soon after a tour of excused parades due to a sprained ankle obtained while playing baseball. It is rumoured. It is

also rumoured that he sprained it while trying to prove to the gang in the office that he could type with his feet. By Gar! Isn't this stuff fantastic?

"School Boy" Roe, the Auxiliary Services Hero, turned up for work one morning with one "Canada" badge off and one right pocket missing. These night flights will be the death of you yet, boy.

There is no predicting what will come forth when George Nunn puts a bugle to his lips. Those lines about the "loud, clear, clarion notes of the bugle" would never have been written had the author heard George blow.

E. B. "Tim" Reid, Flight Lead, can jump a little faster than he can run. He got involved with a lot of cousins and the Home Guard last Sunday, and found himself entered in a sack race and the quarter-mile. He won the sack race and led the quarter-mile up to the last 50 yards, when the Reid legs began to act like a set of 1924 tyres.

News item: The windows of the recreation hall frequented by Harry Spence and Bill Felhaber were blown out a couple of nights ago. The place is now featuring air-conditioned elbow bending. Harry and Bill continue with their favourite recreation.

LEAGUE STANDING

Accounts	W	L	P
Camps	4	1	1,000
R. and B.	3	1	750
Personal	3	1	750
P. A. Chas.	2	1	650
Knight	2	1	550
M.T.	2	1	500
Brides	1	4	200
Officers	0	3	200
Commandants	0	4	200

WIMPY O.T.U. GRADS

The following aircrew have just graduated from Wellington O.T.U.s in Britain:

Sgt. Navigators Charles Jette, Sabrevois, Que.; Kopchuk, a Saskatchewan man; J. R. Lachance, Quebec City; Sgt. WAGs Frank Orlinki, Winnipeg; Eric Marchand, Three Rivers, Que.; and Sgt. AG Patrick O'Rourke, Toronto.

SHEMILT DID TOUR OF OPS FROM MALTA

F/O Gordon Shemilt, D.F.C., of Keewatin, Ont., has returned to the United Kingdom from Malta. In the course of a tour of operations from that base he was pilot of an intruder. He patrolled enemy aerodromes at night, shot up railways, enemy transport, troops and even Axis shipping. He also has destroyed one enemy aircraft and damaged another.



On operations one night in February he sighted an enemy convoy. His observer, P/O Ernest Pullen, of the RAF, sent a message back to base. Torpedo-carrying aircraft were sent out and made a successful strike on the convoy. Shemilt continued on to Trapani aerodrome in West Sicily. He saw a Junkers and closed in on it from 700 yards.

"I gave him everything I had," said Shemilt, "and saw the port wing drop off. He crashed and there were a couple of big explosions."

F/O Shemilt did a total of 50 intruder trips. In his actions against ground transport, railway stations, goods yards and electric power stations he saw "bags of Pak," "H's," "fat" was hit by some, but, as he described it, "nothing spectacular."

During January he was out nearly every night shooting up road transport. On one occasion two petrol lorries broke into fire

WOMEN'S DIVISION

WE think that LAW Norah Botterill, Rocanville, Sask., should stand up and take a bow. Lord Woolton would be justly proud of her if he could have seen the huge plate of potatoes she consumed (other evening—) and LAW Clare Rutherford, of Hamilton, had to hand over her 10s., too, much to everyone's amazement. But we'll forgive Norah after her very noble effort last Sunday afternoon, in the discussion "Youths of the Empire Talk Things Over." Thanks for representing Canada so ably!

Back from Birmingham, where she spent a 48 with relatives, came LAW Long—and you should see the sun-tan she acquired! LAW Jean Inglis, Stratford, also spent the weekend in the country, and reports a marvellous time.

The gals at Bomber Group have been issued with the new hats, and caused quite a sensation, we hear. The consensus of opinion is "definitely an improvement."

Cpls. Lillian Hall, Ottawa, and E. H. Goodvee, London, Ont., had a smashing day in Scarborough, where they tried everything from gathering star fish to riding on the incline railway. Sounds like the good old fair days, doesn't it?

And among the lucky people who have been vacationing are: LAW Nancy Lee, Windermere, B.C., and LAW Ann Star, Edmonton, who spent their leave in the beautiful Lake District; LAW Hazel Deitsch, McGee, Sask., is back from London; Cpl. Helen Ledingham, Sudbury, visited relatives in Cranland; LAW E. W. Gray, Cranbrook, B.C., spent her leave in Sussex; LAWs Laura LaPierre, of Amherstburg, Ont., and L. Coleman, St. John, N.B., visited bonny Scotland.

and other trucks; blew up. Shemilt likes attacking petrol trucks.

"The minute you fire they ignite," he said.

Other operations took him along the railway from Naples to the toe of Italy. He saw bullet strikes on many of his targets. One of the trains he accounted for was carrying petrol, and the blaze from it could be seen for 50 miles.

On still another operation he attacked a ship off Italy with cannon and machine-gun fire. There were five ships together, and the pilot selected a 500-tonner on the outside of the group for his victim.

"Killed the captain—I hope," grinned Shemilt. "Anyway, bits and pieces flew off. Then the convoy started shooting, so I mosed off."

SECURITY

(Continued from page 2.)

that "the aircrews, lucky blighters, are going to fly. The rest of us have to go in a ruddy boat." A couple of weeks later truck loads of armmen and equipment go down the road past the dry cleaner's shop. The boys in the trucks wave to the friendly type who used to press their pants. He waves back, at the same time making a mental note of the registration numbers on the trucks as they go by.

By using very little imagination you can finish that story yourself. There are all kinds of possibilities. None of them have much future, for the ground crews who are going to travel on that "ruddy boat."

A few days ago I was in a place in London which caters almost entirely to Service personnel. In one room somebody apparently thought that the wall would be improved by the addition of his signature. To this he added his Squadron number, the name of the place where it was located and the date. Others copied him, with the result that the wall resembled a certain official publication which is marked "Secret," and which must be kept under lock and key. We are most interested in the disposition of the squadrons of the enemy air force. It, therefore, would seem logical that the enemy is interested in the disposition of ours.

"Careless Talk" also includes the spreading of rumours. There have always been rumours—there probably always will be. In wartime they appear more frequently than ever. They also take on a new significance. With the seeds of a rumour skillfully planted, their germination and the crop that follows may be of inestimable value to the planter. The planter can be, and very often is, an enemy agent. On the week-end of May 8-9 a rumour spread all over London to the effect that "Turkey had declared war on Germany," a statement for which there was no official confirmation whatsoever, and which you now know was entirely false. How many of you tried to find out the origin of that rumour or obtained official confirmation before you passed it on? Not very many. It is quite possible that the planter of the seed of that rumour was an enemy agent. Let us suppose that he was. What are the possibilities? First of all, a lot of you helped to spread the rumour. Many of you were heard discussing it in the buildings of RCAF Headquarters, in restaurants, clubs, pubs, etc. If you are one of those who did discuss it, and bearing in mind our supposition that the rumour was planted by an enemy agent, then you helped the enemy. Now you may ask, "What could the enemy hope to gain by starting such a rumour?" The answer is, he hoped, to gain information regarding our future plans. Without realising it, you appointed yourself an enemy agent (unpaid).

Had your story been true a new front would have been opened up against the Axis Powers. We have been told by the Prime Minister that a new front will be established soon, but we have not been told when or where. That is precisely what the enemy wants to know. Perhaps now that you have been

so obliging, he may have a better idea.

There are very few people who can answer the question: "When or Where?" Those who can won't, and they won't be tricked into revealing information by such a ruse. The German Intelligence Service does not expect to get information from them. They do expect, however, to get small bits of information from other sources which, when pieced together, may give a hint to the answer to this question. You provide one of those sources. Those few who know the answer are the main cogs in a huge war machine. You are one of the smaller cogs. For the machine to work properly all the cogs must turn. Therefore, depending on how large or small a cog you may be, you are in possession of a certain amount of information regarding what is going on and what will go on in the future.

In other words, you possess "inside information" which, if combined with the information available to all the other smaller cogs in the machine, would to a large extent answer the question "When and Where?"

These are the small pieces of information which the German Intelligence Service expect to get. By themselves they mean little or nothing; pieced together by trained experts they mean a great deal. The rumour when it reaches you may in some way be relevant to information which you possess, and in passing it on you may, quite unintentionally, inject a certain amount of truth into it. The damage has now been started, and so it goes on like a snowball rolling down a hill.

The rumour which circulated on Saturday is by no means the first to go the rounds. There will probably be many more before a new front is established. This time you were caught napping. Don't be caught again. If a rumour comes your way make it your duty to see that it goes no further. Also make it your duty to show your informant the error of his ways. Remember that while you are Overseas in an active theatre of war the enemy has long ears. Do not help him. Do not discuss your work or anything to do with your work except with those whom you know are authorized to discuss it with you. This applies especially to our aircraft and our equipment, to movements of squadrons and movements of personnel. Be sure that the person to whom you are talking is authorized to have your information before you give it to him. Remember that because a man is in uniform, either our own or a uniform of our Allies, it does not mean that you are at liberty to discuss things with him which you would not discuss with a civilian. Enemy agents have been captured in this country who were not only completely kitted in regulation uniform, but they had in their possession all of the various forms of identification which we are required to carry.

Remember "Careless Talk Costs Lives."

PILOTS: ATTENTION

Will the WO2 pilot who visited RCAF Overseas Headquarters on February 2 and who went through C.F.S., Trenton, in March, 1941, as an E.F.T.S. instructor, kindly contact R23060 Sgt. Pilot L. R. Newhouse through Canadian Base P.O.?

ENTERTAINMENT GUIDE

THEATRES

HIPPDROME. Ger. 3713. Twice Daily at 2.45 and 5.30. GEORGE BLACK presents LET'S FACE IT with BOBBY HOWES.

PALACE. LAST WEEK. Ger. 824. Even. 8.30, Wed., Sat., 8.15. TOM ARNOLD and LEE EPSTEIN present JACK HULBERT, CICELY COURTNEIDGE in FULL SWING

PALLADIUM. Ger. 7713. Twice Daily at 2.30 and 5.15. Tommy Trinder in GEORGE BLACK'S BEST BISH AND TUCKER.

PRINCE OF WALES. Whl. 6811. Twice daily at 2.40 and 5.30. Sid Field in GEORGE BLACK'S STRIKE A NEW NOTE.

SAVILLE. Tem. 4411. Even. 8.30, Wed. and Sat. 2.30. FIFTH SHEPARD presents JUNIOR MISS "Risk of laughter... brilliantly acted... screaming funny..."—Daily Express.

SAVOY. Even. 8.30, Wed. and Sat. 2.30. FIFTH SHEPARD presents THE MAN WHO SAID "I'M HERE" ROBERT McQUINN, OWEN BREWSTER, J. McDermott, Mary Alice Collins, 777 Verna, Edward Cooper. SECOND Y. III.

STRAND. Even. 8.30, Thurs. and Sat. 2.30. FIFTH SHEPARD presents ARSENIC AND OLD LACE Lillian Braithwaite, Mary Jerrold, Nam-Jin Wayne, Frank Peeling, Ednauld Willard

VICTORIA PALACE. Vic. 1317. Twice Daily 2.30 and 6.0. (Ex. Fri. Mat.) LUPINO LANE in a farcical musical LA-di-DA-di-DA "A laugh a minute..."—Daily Express

WINDMILL. Piccadilly Circus. 11th Year REVUEVILLE. Continuous daily 12.15 to 9.30. 182nd Edition—Fifth Week. Last performance 1.30 p.m. A VIVIAN VAN DAMM PRODUCTION

CINEMAS

DOMINION (G.-B.). Tottenham Court Rd. MADAMEISSELLE FRANCE (U) BELLS OF CAPISTRANO (U) Weekdays: continuous 12 to 10. Sundays: continuous 2.30 to 9. 2

EMPIRE. Leicester Sq. Pri. next. CABIN IN THE SKY (U) with ETHEL WATERS, "ROCHESTER," LENA HORNE

GAUMONT. Haymarket. Whl. 6623. CHEYNIKI The Fighting Guerrillas (A) I'LL WALK BESIDE YOU (U) (Weekdays only) Weekdays: continuous 11.25 to 9.20. Sundays: continuous from 2.30.

LEICESTER SQ. THEATRE. ARTHUR ASKEY in 'MISS LONDON, LTD. (U) with Evelyn Dall, Anne Shelton, Richard Hearne, Jack Train. Perfs. con. fr. 11.30

LONDON PAVILION. 3rd week RAY MILLAND, PAULETTE GODDARD in THE CRYSTAL BALL (U)

MARBLE ARCH PAVILION. May. 5112. CHEYNIKI The Fighting Guerrillas (A) I'LL WALK BESIDE YOU (U) Weekdays: continuous 10.50 to 10. Sundays: continuous 2.30 to 9.

NEW GALLERY. Regent St. Res. 8050. GENE TIERNEY in THUNDER BIRDS (U). In Technicolor. Weekdays: continuous 11 to 10. Sundays: continuous from 2.30.

NEW VICTORIA (G.-B.). Opp. Vic. Sta. A NIGHT TO REMEMBER (A) BELLS OF CAPISTRANO (U) Weekdays: continuous 11.45 to 9.45. Sundays: continuous 2.30 to 9.

ODEON. Leicester Square. Whl. 6111. TYRONE POWER, GEORGE SANDERS, MAUREEN O'HARA THOMAS MITCHELL, LAIRD CREGAR. THE BLACK SWAN (A) Showing at 11.0, 1.15, 3.30, 5.50, 8.0

PARAMOUNT. Tottenham Court Rd. LESLIE HOWARD'S production THE GENTLE SEX (U) also KEEP 'EM SLUGGING (U)

REGAL. Marble Arch. Padd. 8011. The Truth about the Nazis HITLER'S CHILDREN (A) Daily 1.25, 2.45, 4.45, 8.15.

TATLER TH. (G.-B.). Charing Cross Rd. ANGO-SOVIET REASON LENIN IN 1918 (A) An historical subject covering a most exciting period.

TIVOLI. Strand. Tem. 8625. GENE TIERNEY in THUNDER BIRDS (U). In Technicolor. Weekdays: continuous 11.30 to 9.55. Sundays: continuous from 2.30.

WARNER. Leicester Square. Ger. 3423. ERROL FLYNN, ANN SHERIDAN in THE EDGE OF DARKNESS (A) with WALTER HUSTON, NANCY COLEMAN Perfs. 11.45, 2.15, 4.30 and 7.25. Sunday precs. commence 2.30 and 6.

Printed by St. Clements Press Ltd., Fitzroy Street, Kingsway, London, W.C.2, and published by RCAF "Wings Abroad," 22, Lincoln's Inn Fields.

Stars of Two Great Films
Eric PORTMAN
 49th PARALLEL
John MILLS
 IN WHICH WE SERVE
 IN THE STORY OF THE NAVY'S UNDERSEA MARAUDERS
 Directed by ANTHONY ABQUITH
WE DIVE AT DAWN
 Special. The GLORY of SEVASTOPOL "U"
 The Epic Story of RUSSIA'S GREAT NAVAL BATTLE
 STARTS FRIDAY
 Performances 11.55, 2.20, 4.45, 7.15
 Leicester Sq. THEATRE
 Produced by EDWARD BLACK. In charge production MAURICE OSTREER

ODEON Leicester Square
 PHONE: WHI. 6111

Showing at 11.0, 1.15, 3.30, 5.50 and 8.0
Rafael Sabatini's
 GREATEST STORY OF STIRRING ADVENTURE TEMPESTUOUS ROMANCE
 WITH **Tyrone POWER**, **Maureen O'HARA**, **Thomas MITCHELL**
THE BLACK SWAN
 in Technicolor!
 Directed by HERKY KING
 Produced by ROBERT BASSLER

THE MOST STARTLINGLY UNUSUAL FILM EVER MADE!
 Musical comedy—negro spiritual—mental dynamite—rapturous rhythm—
 WITH **ETHEL WATERS**, **"ROCHESTER"**, **LENA HORNE**
CABIN IN THE SKY
 AND Rex Ingram, Louis Armstrong, Duke Ellington & his Orchestra
 —Starting FRIDAY—
 GER. 1234 **EMPIRE** LEIC. SQ.