



Heavy Bombardment of Ruhr Continues

CANUCK SQUADRONS MADE THREE RAIDS

Halifax and Wellington Units Report Big Fires and Explosions On Their Return

DON KELLY BROUGHT DOWN NIGHTFIGHTER

THE terrific air bombardment of the Ruhr continued last week. Canadian squadrons and Canadians with RAF squadrons took part in heavy raids on Dusseldorf, Essen and Wuppertal.

Dusseldorf was the heaviest bad weather raid in the history of the Air Force. Essen, the most bombed city in Germany, received one of the most devastating raids so far. These two cities were only the main targets of the large forces which were over the Ruhr on each night. Wuppertal, which is just south of the Ruhr, felt what it was like to enjoy the privileges of the Third Reich as dispensed by Bomber Command.

DUSSELDORF

Halfaxes of the "Goose" squadron, under command of W/C "Tiny" Ferris, participated in last week's heavy raid on Dusseldorf, and returning crews reported fires visible 75 miles from the target. Crews over the target early reported that flak was light, and that there were few searchlights, but later arrivals said that anti-aircraft fire had become fairly heavy.

Sgt. Ed. Grün, of Brockville, Ont., and Sgt. Bob Lumgair, of Borden, Man., saw several good explosions and one huge explosion which came up in a red mass, and penetrated right through the clouds. This explosion was also seen by many other Canadians who flew with the big force attacking the target.

One aircraft met plenty of opposition on the way to the target. The rear-gunner, Sgt. Ray Veys, of Montreal, said they were caught in the searchlights over Rotterdam, and one fighter came at them dead ahead and finished dead astern. He shot at them and they exchanged fire as he disappeared through the clouds. Flak tore a hole through the cowling of one of their motors.

Sgt. Joe Herron, of Barry's Bay, saw fighters, and one of them gave us two bursts with no luck. He came at us from the front, but we didn't manage to get a crack at him."

Sgt. Dave Tribe, of Courtenay, B.C., was in the crew of the bomber, which was hit by an incendiary in mid-air on their last trip over Dortmund. Over Dusseldorf one Lancaster flew so close past them that "if we'd had another coat of paint we would both have had it," he said.

Another crew which also noticed the big explosion included Sgt. George Stinson, of Haney, B.C.

One aircraft in which Sgt. George Fraser, of Truro, N.S., is rear-gunner, was lifted 50 feet

up by a flak burst just as it started the bombing run.

WUPPERTAL

Fiercely burning fires that sent a billowing column of smoke 15,000 feet into the night were reported by Canadians of the Bomber Group and RCAF crews with RAF squadrons when they returned last week from the heavy and concentrated attack on a new target—Wuppertal, an industrial city just south of the Ruhr valley.

The crew of a Wellington of the Fox Squadron, most recently formed squadron of the Canadian group, told how Don Kelly, of Richmond, Que., had shot down a Ju 88 which attacked them. Sgt. Bill Made, pilot, of Edmonton, and Sgt. John D. Barker, navigator, of Toronto, saw the plane crash into the ground with a tremendous explosion. The Ju. came in from dead astern and Don opened fire so fast that the Hun didn't have a chance to line them up. The enemy kite burst into a ball of fire and went down.

Pilots had to fly between the powerful defences of Cologne and Dusseldorf to reach the target. "It was a wizard job of piloting," said F/S Glen Harris, wireless operator, of Stratford, Ont. "There was an almost solid wall of searchlights across our path, but our skipper (an English flight lieutenant) weaved us through without a beam touching us."

The crew of an RAF Lancaster, of which P/O John Watson, of Lansing, Ont., is the wireless operator, and F/O Eric Patterson, of Moose Jaw, the bomb-aimer, were puzzled at first by a big cloud as they approached the target. They couldn't make up their minds whether it was smoke or a huge cumulus cloud. As they got closer they discovered it was smoke from the big fires burning below, but certainly from a distance it looked like a great

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HERBIE RINGS THE BELL, GETS THE GONG AND GAL

F/L Herbie Peters, of Edmonton, couldn't understand the eager congratulations that met him when he walked into the mess one day last week. He had married S/O Joan Rowell, WAAF, of Huntingdon, England, the day before, but he didn't think the rest of the squadron knew anything about it. When the commanding officer said: "Congratulations, Herbie," Peters just said, "Thank you, sir," a little crestfallen that the secret had leaked out. "When," asked the wing commander, "did you hear about this?" This made Herbie wonder. "Hear about what?" he said. "Your gong," said Herbie, doubtfully. The wing commander looked at him with the air of a man who is trying hard to be patient. "You and Betsy (F/O Duncan Grant, Trenton, Ont.) have both got the D.F.C. You can put it up to-morrow."

When the nonplussed Herbie was at last convinced, he confessed he had just been married. Then the congratulations really started to roll in. He baled himself out of a great array of handshakes, and went to phone his wife about the news. It was a strategic error. Before the call was over, every officer in the mess, including the station commander, W/C Hank Burden, D.S.O., A.F.C., of Toronto, had insisted on congratulating Mrs. Peters. A flight commander in his RCAF Mustang squadron, Peters has flown many recon flights as well as shipping attacks and low-level patrols. He has attacked five locomotives, seven barges and a convoy of lorries. Grant has an outstanding record of attacks on enemy communications. He has destroyed one aircraft in the air and one aircraft on the ground. He has attacked 33 locomotives, his best day including attacks on no fewer than 15 engines in Northern France.

THE KING AND QUEEN VISIT RCAF FIGHTER STATION



Their Majesties the King and Queen shook hands with all the air crew on the station. They were met by the station commander, G/O Ernest McNab, D.F.C., and later Air Vice-Marshal W. A. Curtis, D.S.C. and Bar, W/C P. Y. Davoud, D.F.C., W/O George Elms, and S/L L. V. Chadburn, D.F.C. were introduced to them. W/O Walter Shepherd, of Stonewall, Man., was questioned by the King and Queen about his time spent last year fighting in Malta. The Canadians were nervous as their Royal visitors came closer, but all agreed on their world-famous charm.

Even pilots with ribbons under their wings found that waiting to take the air against the enemy left them less excited than meeting their Majesties, but the keen interest shown in their work by the King and Queen helped to dispel this feeling. (Official RCAF Photo)

RCAF'S SCOPE DESCRIBED BY AIR MINISTER

Hon. C. G. Power Presents Astounding Figures To Parliament 40,000 OVERSEAS

There are now more than 40,000 members of the Royal Canadian Air Force overseas out of the service's total strength of 150,172, while the total numbers of air crew trained under the British Commonwealth Air Training Plan is more than 50,000—enough to man over 15,000 combat aircraft.

In addition, the training plan has turned out between 75,000 and 80,000 ground crew.

In the coming year 53,000 recruits, exclusive of girls for the Women's Division, will be required for the RCAF alone, while the British Commonwealth Air Training Plan will continue to train air crew from Australia, New Zealand and Great Britain.

The training plan, still not at the peak of its production, now has 154 schools, as compared with the 74 originally planned, with many of the schools training twice the number originally provided for.

These facts, in regard to Canada's contribution to the great aerial offensive now being directed against the Axis, were given by Canada's Minister of

A PIECE OF CAKE

In adding another F.W.190 to his score of enemy aircraft destroyed F/O L. W. Powell, D.F.C., of Edmonton, also collected a cake which was offered by the station to the first member of the new squadron on the station to destroy an enemy aircraft.

On contacting P/O A. B. Ketterson, of Montreal, over the R.T. after this engagement he was asked if he was with the formation. The reply was, "I'm with somebody, but they don't seem very friendly." Together they were able to turn the enemy for home and rejoin the formation.

National Defence for Air, the Hon. C. G. Power, M.C., a few days ago when he asked the Canadian Parliament for a total of \$1,129,000,000 for the RCAF vote, which compares with \$603,000,000, the cost in the year just closed.

In announcing these figures the Minister also gave considerable other data about Canada's air contribution. Included in this were the following statements:

Thousands with RAF

There are more thousands of young Canadians flying with RAF squadrons than there are hundreds flying with RCAF squadrons proper.

If Canadian squadrons were established for all Canadian air crew to come overseas in the next twelve months a total of 250,000 ground crew—more than the total strength of the Cana-

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DAM BUSTERS ARE AWARDED THEIR GONGS

F/L McCarthy Leads Group Of Seven RCAF Flyers Cited for Tough Op

SKILL AND COURAGE

SEVEN members of the RCAF who took part in the great dam-busting raids have been awarded as a result. "The operation was one of great difficulty and hazard, demanding a high degree of skill and courage," the official citation remarks. All awards are immediate.

Highest award is to F/L J. C. McCarthy, D.F.C., of St. James, Long Island, who gains the D.S.O. F/S K. W. Brown, of Moose Jaw, has been given the Conspicuous Gallantry Medal (Flying).

F/O D. R. Walker, of Blairmore, Alta., has won a Bar to his D.F.C.

D.F.C.s go to P/Os G. A. Deering, of Toronto, and H. T. Taerum, of Calgary, while F/S D. A. MacLean, of Toronto, and Sgt. S. Oancia, of Stonehenge, Sask., win the D.F.M.

Ferris Decorated

For other operations, immediate awards of the D.F.C. go to W/C W. D. "Tiny" Ferris, of Edmonton, F/O J. G. Wright and P/O J. H. Symons. W/C Ferris "has undertaken numerous sorties, including attacks on such heavily defended areas as Emden, Berlin, Essen, Cologne and others," says the citation, which goes on to praise his qualities of leadership.

Three enemy aircraft have gone down before F/O Wright's guns, and he has also taken part in many fighter-bomber attacks on Axis airfields and transport.

A wireless operator air-gunner, P/O Symons, had his hand wounded in the course of a raid on Duisberg in which his aircraft was badly damaged by the attack of an enemy fighter.

"During the return flight," the official statement explains, "P/O Symons, in spite of his painful

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NEW PROMOTION POLICY FOR AIRMEN AIR-CREW

Provision Has Been Made For RCAF Rank Of W/O II

The new scheme for time promotion of RCAF non-commissioned air crew will go into effect as soon as a few minor kinks are ironed out. The biggest change is the opening of warrant officer rank to wireless operators and straight air-gunners.

All "special group" personnel of the RCAF of the rank of sergeant or higher, and continuously employed in air crew duties, are eligible for promotion up to the temporary rank of warrant officer, Class I, provided there are no adverse reports reflecting air crew inefficiency, misconduct or lack of leadership qualities which would militate against such promotion. These promotions are conducted on two tables of time basis.

For temporary sergeants prior to May 1, 1943, a sergeant is eligible for appointment to the rank of flight sergeant after a minimum service of six months; to warrant officer, Class II (no such rank in RCAF) in six months; and from there to warrant officer, Class I, in six months.

For "special group" personnel appointed to the rank of temporary sergeant on or after May 1, 1943, a sergeant is eligible for appointment to rank of flight sergeant after a minimum of nine months. The promotions to warrant officer Class II and warrant officer Class I call for only six months' service in previous rank.

No adjustments in the promotion of "special group" personnel beyond the rank of sergeant are to be made effective prior to December 1, 1941, and in the case of wireless operators (air-gunners) or air-gunners, adjustment beyond the rank of flight sergeant is not to be effective prior to November 1, 1942.

Periods during which an air crew member has been employed on or removed from air crew duties through his own conduct or any period during which he has, in the opinion of the approving authority, not been employed on duties commensurate with his air crew classification, are not included in computing eligibility for promotion.

Ranks status of all airmen air crew will be reviewed and adjustments promulgated in accordance with the above conditions. Provision is being made to provide the full benefits for personnel who have received accelerated promotion. Any retrospective pay adjustments will be credited to deferred pay accounts.

Prisoners of war will receive one promotion to next higher rank after capture or internment on the same basis as active air crew, provided there are no adverse reports affecting them before or at capture.

All accounts of deceased "special group" personnel are to be adjusted according to the rank they were entitled to up to the time they became a casualty.

Similarly, personnel classified as "missing" are to have their promotions adjusted up to the date of such declaration.

Commissioned personnel will receive any adjustments to previous held ranks up to the time they were commissioned.

SHORT SQUADRON FLASHES

THUNDERBIRD GEN.

By F/L J. H. CONNEIL

WE (editorially speaking) wish to apologise for last week's failure to appear in *Wings Abroad*, and once more promise to do better at the job.

Good news on the Thunderbird Squadron, better known as the Gen Merchants, commanded by W/C L. Crooks, D.S.O., D.F.C., and it looks as though the Wireless Section is at last getting some recognition in the world. Congratulations are due to F/S P. R. "Jock" Forrester, Scotland; Sgt. Cliff G. Kerr, Regina, and Sgt. Dick C. Taylor, Ealington, Northumberland, all of whom are now P/Os. Nice work, fellows, the more the merrier, and we are all very glad to see the hard-working wireless ops. getting somewhere for a change.

Two more new promotions which have just come through this week are Sgt. R. A. "Hank" Henry, Toronto, and F/S T. A. Newman, whose new wife in Borobridge, Yorks, will get a thrill when she sees him in his slim trim zoot suit.

Goon Section

Another promotion which we are all glad to see is that of Cpl. S. "Tolly" Tolleton to sergeant. Tolly, the boss of the hard-working Goon section, hails from Toronto, and may now be called U/T as he is away on course, leaving Cpl. C. E. Holtby, Saskatoon, in charge.

Cpl. Ole N. Olsen, our Norwegian-born disciplinarian, is just getting settled down with his new boss, W/O J. Tumilty, Niagara Falls, Ont., who is taking over from W/O Charlie Matheson, who has left us for parts unknown.

Anyone wanting to see a rip snorter of a softball game this Sunday will find one in the town's Community Park when the Thunderbirds take on a team representing the U.S. Army. Line-up for the Thunderbirds is headed by the Brothers McKeller, J. D. and L. F., both corporals from Radisson, Sask. The other members of the team are LAC C. Coe, Trenton, Ont. (P.); AG A. C. Snee, Quebec (1); AC A. A. Tobin, St. Thomas, Ont.; (2) D. G. Patterson, Toronto (3); Cpl. K. L. MacDougall, Toronto (L.F.); Cpl. D. L. Hulton, Hamilton (C.F.); Cpl. F. S. Nichols, Rivers, Man. (R.F.); LAC Gauthier, Montreal (S.S.); Subs. Sgt. R. E. Perry, St. Thomas, Ont. So far the team is holding its own with two wins, one tie and one loss, and we expect to see another win this week.

Welcome is extended by one and all to the new members of air crew: F/L Dave French, Hamilton, Ont.; P/O A. J. Miles, Sidney, N.S.; P/O J. R. Greco, Toronto; P/O J. A. Desrosenoll, Moose Jaw; Sgt. W. F. Griffin, Hamilton; Sgt. Dave Biderman, London, Eng.; Sgt. J. G. Limmer, Buckingham, P.Q.; P/O W. B. Ayer, Milwaukee, Wis.; P/O G. F. Fussell, Washington, D.C.; Sgt. A. Pittaway, Burton-on-Trent; Sgt. J. McCrory, Montreal; Sgt. Bill Duerr, St. John, N.B.; Sgt. H. R. Story, Gary, Indiana. Also we welcome all those others whom we have no more room to mention this week.



It's time off in the desert for a bull session. Sgt. R. F. McAllister, Ottawa; Sgt. Doug. Nesbitt, Quebec City; P/O Ken Rumble, Toronto; Sgt. Nick Carter, Toronto; P/O Frank Granger, Kipling, Sask., are seated on what are used for chairs and yarn with a South African pal seated on the ground, Lt. J. Van Deemer. (Official RCAF Photograph.)

ON LEAVE

A CIVILIAN flying instructor turned Air Force ground crew—that is the odd trick the fates played on LAC Garry Weir, a Port Perry, Ont., armourer. Garry flunked the air crew medical, and has resigned himself to no more steady flying until after the war.

He put in the first days of his leave last week with LAC Dan Bulger, a Prince Edward Islander, who was just ending his. The boys went back to their squadron together, and Garry took in the squadron dance before going on to Edinburgh.

A team of five from a Sunderland crew that quickened the pace of this old metropolis last week consisted of F/O Bishop, the skipper; P/O Harry Parliament, navigator, Cannington, Ont.; F/O "Monty" Montford, WOP/AG, Regina; F/S Jack Kelly, air-gunner, Revelstoke, B.C.; and Sgt. "Hutch" Hutchinson, engineer.

Kelly is very proud of his squadron. It accounted for many sightings and attacks in the first year of its existence, which has just been completed. Next door neighbours in Montreal, Sgt. Norman Brown, an air-gunner, and Able Seaman Ralph Hallsworth, of the Canadian Navy, were vacationists in London together last week.

Only 19, Norman hopes to return to school after the war to study hydraulic engineering.

Sgt. WAG I. N. Peterson, Grassy Lake, Alta., was another holidayer last week. Entirely footloose and fancy free when interviewed last week, L. N.'s only plan was to stay that way for the rest of his leave.

A whole crew on leave last week included Sgt. Pilot Verne Ferguson, Danville, Virginia; Sgt. Bomb-Aimer Harry Smith, Pilot Mound, Man.; and Sgt. AG Fred Lan, of Montreal. The boys added their quota to the "jolie de vivre" of London town.

"PIN-BALL FIZZ"

By F/O L. McMONAGLE

A RECENT investment at Buckingham Palace included two members of this squadron, our commanding officer, S/L F. W. Kelly, D.F.C., and F/O L. W. Powell, D.F.C.

With the thought of a forthcoming leave in Edinburgh on his mind, Sgt. "Casanova" Calloway has been going about singing "Devil May Care" lately as a result of a certain letter received. If you're not sure of your landing on return, "Sarge," don't worry as the remaining N.C.O.s have been preparing a farewell for you.

The members of this squadron have been trying to find out the ingredients of a mysterious drink called "Pin-Ball Fizz." It seems that after a couple of drinks your nose lights up and says "tit."

GOOSE ON LOOSE

By CPL M. J. SEELEY

ALTHOUGH no mention has been made in *Wings Abroad* for some weeks past of the operational life of the Goose Squadron, we assure readers that everybody has been busy. The pilots and crews of the squadron, skippered by our recently gonged commander, W/C "Tiny" Ferris, D.F.C., have successfully pranged Dortmund, Dusseldorf and Essen, to mention but a few targets.

A quaint bit of Irish was overheard in the armoury just the other day, when Paddy Collins asked Lou Lott, "Have you got that little loan you're going to give me?"

Heart-throb of the week comes from Emby Vellin, of Winnipeg, Man., who does nothing but talk about his new boss and who spends more time "on duty" these days than he ever did before in his service career. When queried about HER Emby just beamed. We have an idea that F/L Samuels, our bombing leader, along with sundry other squadron officers, think the same way.

Inner Man Dept.

It Can Happen Here! It is said that revenge is sweet, so as we relate the outline of our repast on one of our recent yesterdays we will gloat with glee over you unfortunates who perish for want of similar feasts. To further qualify this outline, we will mention only the 14 hours which preceded this feast and rest content in saying that we were tired, thirsty and famished. Like a true sardine we remained oblivious of our susceptibility to brewer's asthma, and after quaffing three tidy ones sat down with a fourth, to partake of chicken soup, a huge portion of Yorkshire ham and two correctly fried eggs—delicately garnished with fried tomatoes a la Anglaise. Three scones, a plate of bread and butter, three jam tarts and two pieces of cake completed the repast. When the ale was sipped we converted to tea—well sugared, too! At this point we lit up and stretched out on the nearby sofa—with tunic off, buttons free and hardly the energy or the inclination left to puff at our smoke or lift a large glass of rich, mellow, ruby port. We lay prone for an hour.

We are sorry to report that Tom ("Benny") Bennetto is convalescing in a nearby hospital from a slight concussion received last week when he was thrown by a horse. Here's hoping your recovery is speedy. "Beano."

The boys are happy to see F/L Paddy Reynolds, D.F.M., D.F.C., back with the squadron again. Paddy completed his second tour of ops. several months ago, and after a spot of leave has returned to his familiar roost—as signals officer.

"CYCLIN' HOURS"

By ARKAYBEE

LOTS of "cyclin' hours" are being logged by the Moosemen these days, as the sun continues to shine brightly, with sorties being carried out on the "pubs" in the neighbouring villages. Returning from a particularly successful raid on the "Blue Bell" late last night, LAC C. T. "Smitty" Smith, of Toronto, sustained some slight damage to his velociped—he's been going around all day trying to find out who moved that "Bus Stop" sign out into the middle of the road, although it is a well-known fact that the signs mentioned are firmly embedded in concrete! LAC Roger Massicote, of Montreal, has a slightly greenish tinge to his features to-day, denoting abdominal upset, no doubt due to violent evasive action taken to avoid the cycling gyrations of "Smitty"!

The round form of F/L J. D. "Hermann" Snider, of Hamilton, will no longer grace these "Hallowed Halls" as he will be pushing control-columns and throttles around at a Con. Unit for a while. Another ring will appear between the two at present on his well-filled tunic cuff, so to our "Farewells" we add "Congrats."

Welcome, Boys!

We extend the proverbial "Glad Hand" of welcome to F/S Fred J. Piper, of Tuxford, Sask., and Sgt. George V. Neale, of Hamilton, and their crews who arrived here recently.

Farewell to Cpl. A. G. "Turk" Turcotte, of London, Ont., as he reluctantly placed numerous kitbags, water bottles, suitcases, parcels and so on aboard a "rattler" en route to another unit.

"Moochin' around the Moosemen" this week we noticed: Cpl. H. J. "Mac" McFarlane, of Blrrie, Man., just out of hospital after having some surgical attention directed to his right knee, and treating that limb very gently; F/S J. Harry Forster, Quebec City, endeavouring to create order out of chaos on the C.O.'s parade the other morning; Sgt. D. Don Hall, of Sundridge, Ont., busily engaged in his duties as engineer leader in his spacious office in squadron headquarters.

WELCOME, HENIKER

By LAC A. J. REGAN

HENIKER, sometimes known as "Heniker Goatey," is the latest arrival to this crack fighter squadron commanded by S/L E. L. "Jee" Neal, D.F.C., Quebec City. He is our mascot and one of the best, as far as goat mascots go, and his arrival has caused quite a stir within the squadron and on the station. His young age does not enable him to frisk about as yet, but he is no slouch when it comes to eating. Taking everything into consideration, he is a nice little goat, as far as nice little goats go.

Congratulations to Roland "Ron" Fleming, of London, Eng., who has cast aside his blessed bachelorhood in favour of Miss Joan Mary Mitchell, also of London.

We say farewell to Cpls. Stan Lambert, Montreal, Harry Parsons, Fort Erie, Ont. George "Cookie" Cook, Toronto, and Don MacLellan, of Runfelt, Sask.; also F/S "Looney" Lewis-Watts, Toronto; Sgts. Freddy Potts, Montreal; Bill Knot, Pembroke, Ont.; and F/Ss D. E. Johnson and A. F. Soutar of Toronto. Good luck, fellows.

Getting rid of that "browned off" feeling is what Sgt. Bob Denmore's post-war ambition breaks down to in words. "And I'm going back to let the family look after me," is the postscript his pal, Sgt. Ed. Deschain, tagged on.

Both are bomb-aimers. Bob hails from Truro, N.S., and Ed. from Windsor, Ont. Along with Sgt. Nav. "Curly" Worthylake, New Glasgow, N.S., they made a miniature reunion party in the Beaver Club last week.

That sort of thing is Bob's idea of a good leave. He admitted he came to London because he likes to see fellows he knows, as well as to meet Canadian girls.

Ed. spent leave with his RAF navigator, Sgt. Hy. Wickham, "Curly" was visiting relatives, which he said was the one way he knew to organise life in London on the "early-to-bed-early-to-rise" principle.

Bob and "Curly" want other by-products of Course No. 39 at Chatham, N.B., to write; and the same goes for Ed. and Course No. 39 at St. John's, Que.

Two boys who joined up together and have since followed far different careers, crossed trails last week in Chez Beaver's Snack Bar.

One, Sgt. Ernie O'Donnell, of Bathurst, N.B., has become an air-gunner after a spell as a service police-security guard sergeant. He is about to begin his operational career.



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."

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THE last phase of Sgt. Mike "Big Chief" Humphreys's pre-enlistment career was an exciting one. He was deputy sheriff of Pawnee City, Nebraska, for three weeks. Then he joined the RCAF as a pilot because he thought it would be "a safer life."

The flak defences of Axis Europe, and P/O "Swanee" Swan, an Ontario man, can't seem to get the better of each other.

He brought one kite home with about 120 holes in it, and another with a good bit of a wingtip vanished. "You could have used some of the fuselage of that first kite for a salt-shaker," says our informant, who shall be anonymous.

Our best congratulations to Sgt. Ed. Peart, whose wedding is reported elsewhere in this edition.

Now honeymooning in Kent, Sgt. Peart is looking forward to going on ops with a Canadian squadron. He has just completed a course at a RAF O.T.U. While in town briefly last week Sgt. Peart ran into an old pal, Cpl. Ken Hogsick, of Ottawa, a photographer.

Another of Ken's activities, while still in Canada, was editing the No. Two A.O.S. paper, *The Observer*.

"We're having a rip-snorting time in London only we're very minus four-boost," is the cryptic comment of three crew-mates on their current leave.

These boys, Sgt. Pilot Jerry Wolton, Calgary, Sgt. AG "Pots" Potentier, Victoria, B.C., and Sgt. B.A. "Willy" Wilson, Montreal, are now studying the nature and habits of the Wimpy at O.T.U.

There is an all-Canadian crew save for an Irish WAG, for whom the boys wish special recognition to be given in print. His name, they say, is "Shillelagh" Byrne, just as well-known as "The Little Rebel."

"Willy" wants us to page Sgt. Bob Winterston, of Montreal West, Que: your letter rerouted at the Canadian Base P.O., Bob.

Life should have zip, zest and even zowie for P/O Jack "Pop" Harding right now. He has just finished his first tour of ops, and was in town last week for his officer's uniform.

"Pop" flew his tour as navigator in a RAF Lancaster. Nearest approach to disaster happened in a split-second episode over Essen on his last trip. A Halifax loomed out of cloud cover almost on top of them. The Halifax pilot, who had not seen the Lanc. due to the poor visibility, averted a collision amidships by exceptionally quick action. He put the Halifax's nose down, and swept by underneath, but even so his mainplane swiped part of the Lanc's tail assembly clean off.

At present "Pop" is instructing at a RAF conversion unit. "I'm going back to look after the family," is what Sgt. Bob Denmore's post-war ambition breaks down to in words.

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The other, Cpl. Padoue Lavole, Dalhousie, N.B., is a P.T. instructor, and spends loads of heavy elbow oil in teaching his unit's detachment of the RAF Regiment. It's a tough job, but Padoue used to give weightlifting exhibitions back home, so he should be able to back up those two hooks with lots of authority.

Another Dalhousie boy—with them was Pte. Herman Le Blanc, a driver-mechanic of the R.C.A.S.C.

After finishing a tour of ops in a Stirling that took him over most of the toughest targets in Europe, the only comment that Sgt. WAG W. F. Parsons, of North Battleford, Sask., could find to describe his experiences was "pretty quiet."

"And how are you enjoying leave in London?" asked the baffled reporter.

"Oh, pretty quiet," replied the sergeant.

Now instructing at a conversion unit, Sgt. AG Noel Simpson, of Toronto, has been a holidaying, with shows and sightseeing underlined. Sightseeing high point was Windsor Castle. Noel used to operate a service station way back when.

Sgt. B.A. Max Manser, of Saute Ste. Marie, had real luck on his leave. He visited friends in Hertfordshire, who migrated from Canada to this country four or five years ago.

He also used his holiday to catch up with his brother Dick, who is a flying officer pilot in training for Army Co-op. work. The husky bomb-aimer and former steel firm employee should be well known in home town athletic circles. He played guard for Y.M.C.A. leaders in the City Basketball League.

With Aussies

Another of the few Canucks with the RAAF has turned up in the person of Sgt. Jack Fleming, of Rocky Mountain House, Alta. A navigator (B), Jack is planning on a college course in pharmacy after the war.

Jack bumps into Sgt. Pilot Stan Atkinson, Kapuskasing, Ont., so often by accident that you might say they ricochet from leave to leave. They first met while awaiting embarkation, and have reunited by chance on each subsequent leave.

Stan, who flies with a Canadian squadron, would like a letter from P/O "Hoddy" Hodson, Port Alberni, B.C., while Jack wants to hear of F/O R. J. Shannon, another British Columbian.

Only Canadian in his crew, F/S Obs. "Doc" Turnbull, of Leamington, Ont., prowled London alone last week prior to visiting Scotland, where he has civvy friends.

Another solitary flyer on the loose last week was Sgt. Pilot "Dip" Dissing, London, Ont. "London and then I'm going north," was his vacation programme.

Six-foot-one-and-a-half-inch "Dip" is proud of the fact that his skipper—he himself is second pilot—wears the D.F.C. Like Turnbull, "Dip" is the only member of his crew to sport Canada badges.

RAF BOYS KEEN ON CANADIAN SPORTS

Englishmen at more than one RAF station have dropped their cricket bats and are going all out for Canadian sports. Volleyball has caught on at one fighter station where there are many Canadians, but the latter's enthusiasm is outshone by the keenness of the English boys.

A league has been formed in the officers' mess and teams are called after Canadian provinces. Easily half the membership of each team is made up of RAF men and officers of a searchlight and anti-aircraft battery which has its headquarters at the station.

At a RAF bomber station, officers, sergeants and "erks" get together regularly for softball. An English squadron leader is on the way to major league status as a pitcher, and generally speaking the "limey" boys are getting pretty good. Too good in fact. We are beginning to wonder whose game it is after all.



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DISTRICT H.Q.

By F/L T. R. WALKER

THE curtain was lowered Sunday, May 23, with the final soccer game of the season for Headquarters Group when the team lost to the Spencers Parachute team to the tune of 9 to 3 at the latter's pretentious recreation course, thus keeping the record of the Hall boys intact—4 games played, 4 games lost. However, the fun and enjoyment that has been in order at all these games more than makes up for losing. These games have been played by a loyal band of some 20 players made up of RAF and RCAF personnel and about the only time they get together is before the game.

Cpl. "Mo" Moses—pardon us, Sergeant now, congratulations—was a stand-out in goal, the previous game making his first appearance as a soccer goalie, and from all reports was little short of sensational. LAC Bob Burns, energetic Orderly Room clerk, knows his football, and played and starred like a veteran in all four games. When the season rolls around this fall we hope Sgt. Hensworth, Cpl. Wolf, AC Herriven, LAC Booth, LAC King, LAC Carter and Sandford are still with us. Of course, LAC Godon, our all-round athlete who plays, or at least tries, everything, even swimming, but we would suggest he wait until the weather warms up a bit before he goes in again with our Group Sports Officer, F/L Tommy Walker.

Softball

The boys and girls are certainly swatting the old pill out these days on our make-shift softball diamond, and indications are that we shall have teams to be contended with in the proposed No. 5 District Championships; but more about softball next week, and a big thanks to the Auxiliary Services and the YMCA for all their help and equipment. Incidentally our girls look quite natty (yes, natty) in their shorts and slacks and reminds us of home to see them coveting around the diamond.

Opening Station Dance

The opening dance at the Hall went over with a bang on Friday evening, due to the efforts of the small but energetic committee headed by S/O Ireton, F/L Walker, Cpl. Thomas (WD), Cpl. Ewen (WAAF), LAC Dixon (WD), LACW Weston (WAAF), Cpl. Duston and Cpl. King. We think 19.30 hours is a little early to start a dance, but we are still wondering where everybody was until 22.00 hours, when things really started to hum. The RAF band certainly did themselves proud. Our entertainment was tops, and the lads and lassies are still talking about the finesse displayed by Gypsy Rose Lee (LAC Lorne Wicky) in his interpretation. Isn't it a shame, girls, that all that pulchritude should be allotted to a mere man, to say nothing of those things that not even coupons can buy. My! My! Cpl. Grieves was more than amusing on his presentation of hitch-hiking and eating peanuts at the same time, while Sammy, the band drummer can come back and entertain us any time. The A.O.C. Air Vice-Marshal G. E. Brookes, O.B.E., seemed to enjoy himself and swings a mean hoof.

W/C ELMS LEADS NIGHT SQUADRON

W/C Frank Hillock, who has been posted to a staff course, has been succeeded as C.O. of an RCAF nightfighter squadron by W/C George Elms, until recently flight commander of another RCAF nightfighter squadron. Like Hillock, Elms is a native of Toronto, and veteran of the old 110th auxiliary squadron.

They came overseas together early in 1940 with the 110th, and were with that unit when it was formed into the first Canadian Army Co-Op. squadron. Later that year Hillock joined the first Canadian Spitfire squadron, and Elms left to form another Canadian Army Co-Op. squadron. The two friends found themselves together again early in 1942 when both became members of the same RCAF Beaughlighter squadron.

The new winco has one Hun to his credit—a Ju88 shot down over the north-east coast one night. He was married in England early in 1942. Before taking a short Service commission with the RCAF in 1939, he was a mechanical engineering student at the University of Toronto.

"BUTTERCUP" HAD CASE OF SHAKES

One highlight of F/S George "Buttercup" Warcup's o.p.a. career in Malta was a 600 m.p.h. dive from 20,000 feet to within 100 yards of what he took to be a German fighter flying 10,000 feet below.

At point blank range Warcup's grip on the stick tightened as he prepared to press the button that would set his guns blazing. At that split second the aircraft in his sights did a climbing bank to the right, revealing itself as another Spit.

It happened when Warcup and three squadron mates were flying their Spits, towards Sicily looking for Hun. They learned that 16 Jerries were flying a few hundred feet higher on the port side. But though the Spits, hung around waiting for the Jerries to attack, the numerically superior German force ignored them.

They had decided to go up after them when one of the Spit pilots sighted three Hun fighters about 10,000 feet below. He peeled off in a dive followed closely by another Spit. Warcup picked the odd Jerry, and peeled off in a screeching power dive. But what with five aircraft racing all over the sky, he wound up on the tail of another Spit.

"As everything was happening very quickly, it didn't bother me at the moment to think of how close I came to shooting one of my pals," said Warcup, who has now returned to Britain, "but, boy, when I got back to base did I ever have a case of the shakes!"

Tangos, rhumbas, and congas were all taken in his stride. Midnight rolled upon us too soon, but then there will be others with the help and co-operation of all personnel. How about forming our own band? We are going to need one, and it is hoped that sufficient talent will be discovered to make this a reality.



Air Vice Marshal W. A. Curtis, D.S.C. and Bar, Deputy A.O.C.-in-C. of the RCAF Overseas, pitched the first ball that opened the International Softball League at Hyde Park. The Yanks defeated RCAF Headquarters while the RCAF gained a win over C.M.I.L.Q. in the second half of the double header. (Official RCAF Photograph.)

Hep-Pedlers Bring Nostalgia To Western Desert Canucks

"Sometimes I wonder why I spend the lonely nights... From inside a blacked-out tent in the front line of the Western Desert Air Force, the strains of 'Stardust' float through the night, piercing the distant rumble of guns and the hum of unseen aircraft.

Through the canvas walls drift the words and music of Hongy Carmichael's masterpiece, bringing nostalgic memories to the other tents where the ground crews, many of them two-and-a-half years and three years from Canada, lie listening.

Nightly the lads from the other squadrons drop in to the pilot's mess of an RCAF fighter squadron to hear this strange five-man musical aggregation pour out its 'sweet and swing.' The members of the band are three fighter-pilots, a fitter and a motor mechanic. Their instruments are a string-bass fiddle, made out of the wreckage of a

shot-down German aircraft; a couple of guitars, an accordion, a trumpet and clarinet, all contributed by their owners, and a sadly battered piano. Leader and vocalist is P/O John Kopitz, of East Orange, New Jersey, former leader of Johnny Kopitz and his Band, and composer of several songs, some of which were accepted by Jimmy Dorsey. The talented Kopitz gave up his career to join the RCAF.

At the accordion, and alternating with Kopitz at the piano is Sgt. "Red" Bullman, of City View, Ont. The trumpet specialist is W/O Lloyd Roberts, of Wainwright, Alta., while the "strings" are handled by F/S D. P. Gaudin, of Ville Ste. Laurent, Que., and AC Dennis Marples, of Toronto. It was Marples who built the bull fiddle from the ruins of a Hun aircraft shot down on the air-drome.

CANADIANIZATION

According to Air Commodore F. G. Wait the policy of Canadianization of RCAF squadrons is progressing favourably. Gradually the percentage of Canadian ground crew on RCAF squadrons is creeping up. In a number of cases RAF personnel have been replaced with RCAF personnel, except for key trades for which RCAF personnel are not available.

CONVERSION UNIT

By "AN ERK"

GREETINGS to all from the gang at a Conversion Unit who don't wish to be on the list of the forgotten in this remote corner of the earth. All here are enthusiastic readers of WINGS ABROAD, and it is certainly grand to look forward to our own Canadian newspaper every week.

Our unit is the tops and we have a swell bunch of fellows working in great spirit together. Every day we see new faces around and hope that amongst them we may find many friends from our home town.

Among the latest arrivals to our family circle are Sgt. Reynolds, Hudson, N.S.; F/S Wood, Edmonton; Sgt. Valvaso, Hamilton; Sgt. Demolitor, Jordan Falls, N.S.; Sgt. Brodie, Vernon, Que.; and Sgt. Smith, Shubenacadie, N.S.

The latest departures from the unit include P/O Lackner, London; Sgt. Wyatt, Cornwall, Ont.; P/O Wolfe, Toronto; and Sgt. Mingay, Toronto. We are sorry to lose our Adj. F/L Francis, a Westerner, who was a very popular figure around the unit. He has been posted to another Conversion Unit.

The softball season is now in full swing, and every evening the sports field resembles the Yankee Stadium. Everybody is out to secure a place in the station team and competition is very keen. There are over a dozen teams already formed and many more can be expected to come in. Cpl. Karnas's team are at present holding up the league table as they are our hope of the season. The other lads must buck up a bit—or else!

Cricket is also now under way and many budding "Bradmans" are very much in evidence. Although this is strictly an English game, many Canadians are taking it up, and maybe if they haven't got the "style" of (Continued on page 6, col. 1)



VISITING FIREMEN

MOST unusual experience of Cpl. Jack Hurd's leave was attending a session of the House of Commons and watching the political debate.

Jack says he has decided to pass up what he has to tell them until after we win this shooting war.

After London, he struck north, saw his AC1 brother, Ivan; farther up in England, and then travelled on to Scotland to visit civvy friends.

A Saskatoon man himself, Jack would like to learn of the life and hard times of Sgt. Joe Murray, a civvy street friend and now an aero-engine mech. Joe hails from Colonsay, Sask.

LAC Ron Munro, Prince George, B.C., is taking a special course at present. With him are two friends from Clinton days, LACs MacMillan, an Ontario man and Gillespie, another Easterner.

Sgt. Howard Minchin of Grand Prairie, Alta., was in town last week "to collect back pay and see friends," as he tersely put it. Another of the many, many school teachers turned radio mech. Howard has been working for a degree pretty steadily in his spare time since enlisting.

His brother Jack, a radio mech. corporal, was 100 miles from Bizeria the last Howard heard of him. A civvy street radio man, Cpl. Frank Parsons of Calgary will likely return to the business here and his brother ran between them when the time comes to doff Air Force blue.

The Corp. visited this city last week and then went elsewhere to see his young brother Bob of the RCOC. While in London he met LAC Eric Stevens, New Liskeard, Ont., by accident. The boys came over together and had a good many yarns to tell each other of their adventures over here.

Previously, Eric had visited a South Coast resort to see a civvy street buddy, LAC Howie Hurst, of North Bay, Ont.

LAC Tommy Nelson of Regina met an old home-town school-friend, Sgt. Pilot Don Rae, in a chance reunion at the Beaver Club last week.

With Don was Sgt. Pilot "Slim" Erickson, of Radville, Sask., a squadron mate. "Slim" has a weakness for reunions. On his last leave it was an unplanned convention of Old Radvillians. He, his two brothers, Cliff and George a soldier, and a couple of airmen all from that great little town in the West, happened to come together in the Beaver at once.

"Slim" would like word from Sgt./Pilot Harold Floren, Weyburn, Sask.; Sgt. Nae from P/O Bill Hugh Regina; and Tommy from LAC Norm Yates, also of Regina.

COUNTY DURHAM

By George Marrs

WELL, brother electron tamers, the boys blinded about the conciseness of last week's effort by yours truly so I will try to spread it on a wee bit thicker the noo. (Just returned from Scotland myself.)

"Woodbine" Will Sextant and Ireland's gift to radio, "Tum" Lindsay, have returned from fourteen in London. Rumour has it that Cpl. LaPrade has taken to dancing. Next thing you know he'll be asking for S.O.P.s. Cpls. Fenn and Hurlbert want the week lengthened to ten days so that they can get ball practice and dates arranged okay.

"Bill" Craig, our new Y.M.C.A. officer, stuck out on RCAF station's neck by arranging a return game of softball with the "Gen" kids. "Cowboy" Walker says, "We will get 'em this time, podners. We haven't to show them visitors any politeness because we all will be the guests this here time."

It has been noted of late that our Cpl. Nicoll is getting in his letter writing hours. Wonder who she is?

Best wishes and a speedy recovery to "Holby" Thompson, who is spending a few days in dock after his appendix was removed. Hurry, "Holb," Holden is awaiting the return of their mayor.

"Hank" Tuero, "the WAAF Wooser," is wondering who will look after his lass from the land of the heather. "Hank's" theme song, by the way, is that popular number, "Mary is a Grand Old Name."

Time is running out almost as fast as my ideas, so I will bid you all adieu. Hope this column is not so weak next week, with Bob Weeks at the working end of the pen.

WILTSHIRE M.U.

By LAC Louis Ziff

KEN SOMERS has returned from Peebles, Scotland, where he stayed with friends of the family of Lord Tweedsmuir, the former Governor-General of Canada. The Buchan family gave Ken one of the Governor-General's books, autographed by the author.

LAC "Chuck" Bolson came back from London minus his Rolls razor. Cpl. Gillespie and LAC Johnny Strain are back from a short stay at Weston, where Johnny tasted the delights of midnight bathing. While there they met F/O Gauthier.

Santa Claus came a bit early to Wiltshire M.U., but we didn't mind. He came in the person of the Knights of Columbus representative, and brought us Jersey milk nut bars, cigarettes, razor blades, writing paper, envelopes, assorted literature, a cribbage board, cards, matches, and the good news that arrangements are being made to sell us coca-colas at the local Naafs.

Odell Hides Again

LAC "Broncho" Bill Odell has ridden back from a 48 in London with the news that while on the trail he met his old partners, LACs. Blanchard, Freeman and Sankey. "Freeman," to quote "Broncho" Bill, "says as how he saw P/O Dodd, and that the durned critter looked mighty cute."

LAC Stan Siwak has achieved local fame for his salty wit. He once wrote the Red Cross asking for a new pair of socks as his old ones had so many holes, he didn't know which one to put his feet in. The other day a mech. asked him his medical category, and he smartly replied, "R.D.F. Mechanic."

The best answer to the query, "Why don't you like the English climate?" was given the other day by LAC Johnny Strain, who replied, "Because all winter we look forward to winter, and all summer we look forward to summer."

RADIO MECH HAS FLOWN ONE "OP"

A corporal radio mech., 21-year-old Graham Fawcett, of Toronto, is now awaiting a posting that will start him on his first Air Force ambition—to become a pilot.

He already has one operational flight behind him. Certain equipment in a Liberator needed checking while in the air. But there were nine Canadian radio mechs. on the station, so it was decided the fairest way would be to draw slips of paper, and whoever drew the marked one would accompany the Lib. crew on a 15-hour patrol.

However, the 15 hours turned out to be four days away from base. Because of bad weather they were diverted to another aerodrome, and were kept on the ground for several days.

"We were in search of U-boats but couldn't find any, as the cloud base was low," said Fawcett. "But we—that is, the crew, did find a surface raider and dropped four depth charges. It was too cloudy to see any results, but I imagine they were shaken up plenty."

Graham came overseas as an LAC, spent eight months in Northern Ireland, and then two in Iceland. Beside his "op," he has 60 flying hours as a passenger, of which 20 minutes were spent behind the controls of a Liberator.

Three other Canadian radio mechs. stationed with him are Cpl. Ross Wright, Chatham, Ont.; LAC Ken Nixon, Colville, Sask., both still in Iceland, and LAC Allan Ward, Ottawa, now in Northern Ireland.

RADIO MEN POSTED BY THE AIR ROUTE

First long flight made by LAC George Albert Jones, of Toronto, was right across the Atlantic Ocean as one of three Canadian radio mechs. who came across in a Liberator in order that they might get some practical experience on their job.

The other mechanics who came with Jones were LAC Bob Webb, of Preston, Ont., and LAC Len Lyburner, also of Ontario. LAC Jones, just arrived at a Coastal Command station in the south-west, left the west side of the Atlantic on Tuesday, landed in Great Britain and was down on a posting on Friday.



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June 2, 1943

WINGS ABROAD

MOVIE STARS ADOPT LIONS

W/C Burnside's Squadron Choose Glamorous Foster Parents

The Lion Squadron of the Royal Canadian Air Force has taken unto itself a number of foster parents, and included in them are some of the most glamorous people in the world, movie stars including Lana Turner, Hedy Lamarr, Greer Garson, Judy Garland and Spencer Tracy.

At a ceremony at their station in England recently the adoption was formally completed when Samuel Eckman, Jr., managing director of Metro-Goldwyn-Mayer which adopted the squadron, presented the commanding officer W/C D. A. Burnside, D.F.C. and Bar, with a beautiful antique bronze lion as its mascot.

Members of the squadron were drawn up in a hollow square when the squadron adjutant, F/L J. Chasanoff, of Winnipeg, introduced Mr. Eckman to them.

Following the presentation pilots drew from a hat the name of the particular star who was to be foster mother or foster father of their aircraft and crew. These had been selected previously by a vote of all the squadron members.

Number one star in the voting was Lana Turner, who secured two more votes than Greer Garson. Her name was drawn by Sgt. E. A. Johnson, an English pilot who flies with the Canadians. Immediately after drawing the name he went over to his aircraft and chalked Lana Turner's name on it.

Following the presentation Mr. Eckman was introduced to a number of the air and ground crews while members of the squadron examined the lion closely. Immediately after he moved over to one of the Halifax aircraft on the squadron and wrote a message on one of the bombs with which it had already been loaded. "To Adolf, with love from M.G.M."

ARTIST RECORDS RCAF ACTIVITIES

F/O Paul Goranson, of Vancouver, was among the first RCAF artists to come to England. He and his colleagues are here to record in paintings and drawings the activities of the RCAF overseas. Their works will be used for historical records, gallery displays and reproductions.

Goranson's works show the fliers in their aircraft, being briefed and interrogated, lying around their quarters and coming home at night from neighbouring towns when they have had a lull from ops. Sketching ground crews affords Paul more opportunity for group work than does air crew, and he depicts the young airmen while fitting and rigging giant aircraft.

"War art is essential," said F/O Goranson, "for it brings home more forcibly than camera studies just what our boys over here are doing. We can intensify activities and obtain the cream of action which the camera so often misses. The artist can record the spirit of the event."

Goranson is at present at one of the Canadian Bomber Group stations.

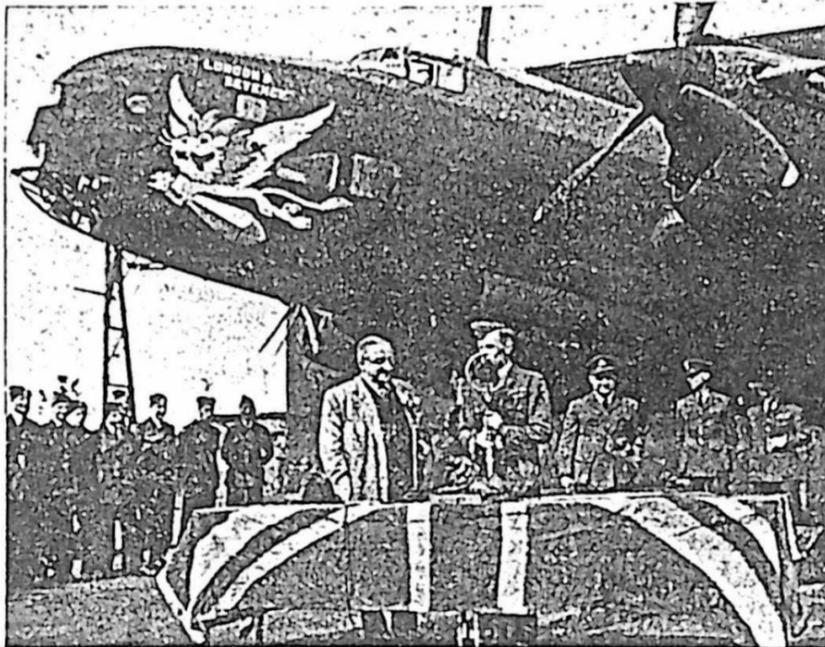
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W/C D. A. Burnside, C.O. of the RCAF Lion Squadron, is making an address accepting the Leo the Lion Mascot from Samuel Eckman, Jr., managing director of Metro-Goldwyn-Mayer. M-G-M has adopted the Lion Squadron. (Official RCAF Photograph.)

LANC. HAS TWO CLASHES WITH ENEMY FIGHTERS

Three Canadians in Crew Have Had Their Sharp Of Excitement

Sgt. Marathon Hefferon wears a Rhodesian air-gunner's brevet, but he thinks of Hamilton as his second home. Marathon is called that because he was born while his father, Hamilton's famous Charlie Hefferon, was running in the Olympic Marathon of 1908. He left Canada to go to work in Rhodesia when his father was killed in 1932.

Marathon is one of three Canadians in a Lancaster that has done some 20 operations. The captain is Sgt. Jack Price, Canadian resident of Los Angeles. Sgt. Charlie Glover, of St. Boniface, Man., is the bomb-aimer.

One night last month as they flew low over Denmark on the way to Stettin, the mid-upper and tail-gunner poured lead into the belly of an attacking Ju.88. The Ju.88 was 250 yards astern of the Lancaster when Hefferon and the other air-gunner, a sergeant from Birmingham, sighted it. They opened up as soon as they saw him, and Jack Price cork-screwed the Lanc. violently. The Hun broke off on their port side, turned and attacked again from dead astern.

Raked Junkers
At 150 yards they fired again. The Junkers' nose was up and he made a perfect target for an underneath shot. The tracers from their guns raked him and he went down, side-slipping, with his port wing down.

The combat took place at 1,500 feet, and when the attack was over the bomber's altimeter read 1,000 feet. The damaged night-fighter probably hit the deck when it side-slipped down from that low altitude, but it was lost to sight, as Price's violent cork-screwing tactics quickly swung their range of vision from it. It was their second combat in almost 20 operations. Although they still had their cockpit aboard when the Ju.88 attacked and their mainplane was holed, they consider the occasion of their first combat a much tougher trip.

They were ten miles from Hamburg when a Ju.88 attacked them from astern and below, slightly to starboard. Both gunners fired at the Junkers at the same time as it opened fire. The Lancaster was hit in the starboard inner engine which immediately caught fire, but Price succeeded in putting it out.

The Ju.88 then made a second attack, this time from dead astern, and sent a slug into the aileron of the port wing. The Lancaster began to quake and went into an uncontrolled dive. Before Price finally got it under control, it had dived three-quarters of a mile and he had to order the crew to prepare to bale out.

Recovering, he got the still vibrating aircraft back on course, but over the North Sea the starboard inner engine caught fire. It was put out by a 2,000-foot power dive, and the crippled bomber limped home on three engines.

Some weeks later Price did another good three-engine job. This was when one engine, again the starboard inner, packed up when they were over the Alps on their way to Spezia. They carried out their operation and returned safely.

THIRD ANNIVERSARY FOR FIRST ARRIVALS

Would you believe it! They're now starting to hold their third anniversary overseas parties. The originals who came over with No. 1 Fighter Squadron and the old 112 City of Winnipeg Squadron plan themselves a "do" of this nature. It will be a dance, will be in London and will be on June 19. Details of hour and location will be furnished later. All "old boys" interested are asked to get in touch with Sgt. Jack Burridge at RCAF Headquarters, London.

HON. C. G. POWER

(Continued from page 1) dian army overseas—would be required.

A total of two million miles are flown every day in Canada under the British Commonwealth Air Training Plan, while, since the inception of the scheme seventy-one trips to the sun—or a total of 7,000,000,000 miles—have been flown.

In the past year RCAF squadrons on Canada's east coast have provided aerial escorts for 12,000 vessel sailings and have flown five million miles in doing it.

In that period these aircraft had made 43 attacks on U-boats, while of the sinkings within 300 miles of Canada's coast only 3 per cent occurred in cases where aerial escort was provided.

In the Western Atlantic, the RCAF is planning for an almost 100 per cent increase in air crews, aircraft and hours flown.

From February to May of this year there were Canadian casualties in 168 squadrons overseas. Total casualties overseas since the outbreak of war are 5,683, with an additional 1,367 in Canada. Of the casualties approximately 4,000 were deaths.

A total of 446 decorations for gallantry have been awarded. Home war operations, he said, had almost doubled, necessitating an increase in cost from \$172,000,000 to \$300,000,000.

Men in the home war establishment, he said, can feel that they are interchangeable with RCAF squadrons overseas, and men who have had operational tours overseas will be repatriated from time to time for duty with operational squadrons at home. As an indication of this he pointed out that all fighter squadrons in Canada are commanded by men who have had operational experience overseas.

As an indication of the strength of the Canadian bomber group in Great Britain, he pointed out that on the night when the United States Army

REAR-GUNNER HAD TO CHOP HIS WAY OUT

Then Sgt. Morgans Almost Fell Out of Kite Into Thin Air

A wrecked turret, three minor flesh wounds, a smashed intercom, and oxygen economiser and a severed oxygen tube was what Sgt. Ted Morgans, of Brandon, Man., got when the bomber in which he is "Tail-End Charlie" was attacked by a Hun fighter. A return engagement is what he wants now.

Flying with the Moose squadron in a heavy raid in Duisburg, Morgans is alive to-day due to "nothing short of a miracle," in the words of his skipper, Sgt. Dick Harrison, of North Vancouver.

Describing the flight he said: "One fighter made a pass at us, but we ducked him and dropped our eggs smack on the target."

"On our way back we were flying into the moon doing evasive action, when suddenly a twin-engine fighter came at us from the dark side, starboard and below. He gave us a tremendous blast. All I could see were streams of tracers going past the port side of the ship, so I threw over to port, making an orbit in a diving turn. We turned into the dark of the sky and luckily lost Jerry."

Holed All Over

The four-engine bomber had been holed all over, but the crew knew Morgans had taken the brunt of the attack, and it was with great relief that they heard him hacking away with his axe at the turret doors, which had been blasted out of commission.

"Jerry's cannon blasts tore such a hole in the turret entrance door that before Ted could get back to us he almost fell through it into thin air," Harrison explained. "The part that made Ted maddest of all was that his turret was so badly shot up he couldn't return fire. One of Jerry's shells blocked up one of Ted's guns and air the glass in the turret was shot away."

Only other member of the crew to suffer injury was Sgt. Jimmy Duff, mid-upper gunner, of Toronto, who was "looking out of the blister on the belly of the kite when shrapnel caught him where it hurts to sit down."

Sgt. G. M. Goodman, the engineer, from Wellington, Ont., retrieved a three-inch German shell which had failed to explode.

Harrison praised the work of his navigator, Sgt. Bill Ledford, D.F.M., of Saskatoon, and of his English wireless op. in guiding them home.

"When we landed we found Jerry had flattened one of the tyres, but the kite settled down nicely," he concluded. "We tried to get out in a hurry to get medical aid for Morgans and Duff, but we found the entrance hatch had jammed and we had to chop our way out."

Air Force delivered its first night blow against a European target with 125 aircraft, the Canadian bomber group sent out 136 bombers, many of them four-engine.

RCAF SUNDERLAND AIDS IN ATLANTIC RESCUE

Dropped Radio Transmitter From Flying Boat To Lifeboat

A portable wireless transmitter, dropped from a patrolling RCAF Sunderland into the sea ahead of a lifeboat in the Atlantic, led to the rescue recently of 19 merchant seamen, survivors from a torpedoed ship. The Sunderland was captained by F/O Albert Herbert Russell, of Tofield, Alta.

It was the first time that a radio apparatus had been dropped to shipwrecked seamen from a search aircraft, and it enabled them to send out a continuous stream of S O S signals, waterproof and operated by a handle, the set is about the size of a domestic coffee mill and continues to transmit as long as the handle is turned.

The white sail of the lifeboat and a loud check suit worn by one of the survivors served as a guide to Russell when it was first picked up. The sea was calm at the time and there was reasonably good visibility.

They were about 450 miles from England when he spotted them," Russell said afterwards. "We had a yarn with the corvette which was on the same search and we were not more than three hours' flying time away when we sighted the boat."

"When they saw us overhead, a little more than 100 feet, the seamen stood up and waved furiously. We thought we could see children among them and we also thought we might land on the sea and pick them up. First, I dropped two buoyant bags filled with supplies, which included the wireless set."

"We saw one picked up as we made height to get-a fix and radio our base for permission to land on the sea. Back came word that we could come down at the captain's discretion. I returned to where I thought the boat was. The sea was still calm; perfect for the job. But we were robbed of our success. At the last minute visibility suddenly changed for the worse. For an hour we searched in vain."

For four days afterwards aircraft, handicapped by heavy rain and low cloud, continued to search over the Atlantic, but without success. On the fifth day came new hope. Faintly, into the headphones of a listening telegraphist at a West Coast radio post, was heard a barely discernible signal, "S O S."

For two days following the signals were heard intermittently, but were not sustained long enough for the aircraft to obtain a fix on them. On the eighth day the signals were received in sufficient strength for a destroyer to home on them and pick up the boats in com-

BELFRY AND BABY

The flying officer from Toronto came to Britain two years ago. The second day he was in England he met the WAAF corporal. Not long after they up and married.

The other day the flying officer, who may be booked as one John Belfry, a WOP/AG serving with a RCAF Coastal Command squadron, received two pieces of news in one day while in hospital with a minor ailment.

News Item No. One: His Wing Commander had been awarded the D.F.C. and would have to buy the Wing beer.

News Item No. Two: John had become a father and would have to buy the Wing Commander, D.F.C., a glass of beer.

At last report, John, the Wing Commander, D.F.C., the ex-WAAF corporal and the baby were all doing well.

CHAIR WAS HIT AS THURGOOD LEFT IT

F/S Tom Thurgood, WOP/AG, from Bankhead, Sask., was returning from Essen in his Lancaster when he decided to have a look at the flak pattern in the sky.

No sooner had he left his chair and walked a few steps toward the hatch than an ack-ack shell blew his chair to smithereens. But though he was lucky not to be blown to pieces he did not get off scot free. A piece of jagged steel embedded itself in the side of his face and damaged one eye.

"I'm not so badly off," said the 22-year-old Thurgood. "It might have been a lot worse. But I'm sorry to hear that I will not be doing any more operational flying."

They were sighted by a destroyer of the Royal Canadian Navy and two patrolling Sunderlands.

Its location ended an operation consisting of a combined air-sea rescue search in which Sunderlands, a Catalina and a Halifax of Coastal Command flew nearly 25,000 miles in 14 sorties totaling nearly 200 hours.

The other Canadian members of Russell's crew were F/O Arthur Meynal, Lindsay, Ont.; W/O Sidney Back, Toronto; F/O Harry Forrest, Winnipeg; Sgt. F. R. Haar, Woodbire, B.C.; and Sgt. R. J. Lock.

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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.



Use me with care and I will serve you well.

KLEEN 1 BLADES

CONVERSION UNIT

(Continued from page 4)

the RAF lads they've got the "power."

The soccer team has finished its activities for the season after having had a very successful time in the various competitions. Besides winning the league championship, a charity cup was won and it was also finalists in a "knock-out cup competition."

The other day Sgt. Joe LePage, of Toronto, paid us a brief visit, and although most of his time was taken up with Emily, the ACW in the Post Office, we managed to get in a few words with him.

The Orderly Room has a new addition to the family. Tricie is her name and, boy, what a gal! She asks a lot of questions and supplies all the answers, and doesn't Sgt. Rogan, of Alberta, know it.

Cpl. "Mickey" Heffernan, of Kingston, Ont., has finally received the news that he is now a daddy. The boys in his billet are really thankful, because there will be no more pacing up and down at night. Congratulations to "Mickey."

While passing the discip. office the other morning we were all startled to hear loud explosions from behind the closed doors. Gingerly we tiptoed to the window to see the cause of the commotion. We found a heated discussion in progress between W/O Chess and Cpl. R. Buchan, of Toronto. "Buck" is 1/c the Post Office, and everyone is wondering if Mr. Chess is "browned off" owing to the mail situation. Maybe someone should send an SOS to St. Catharines, Ont.

WOMEN'S DIVISION

THE gals at Bomber Group have been very silent of late. We don't know just what conclusions to draw. Have they been doing nothing? Or on second thoughts, what have they been doing?

Our numbers have been increased considerably. A recent draft of RCAF personnel included members of the W.D. from various provinces of Canada. And the recruiting drive in England also seems to be producing the desired effect. Already some of these newly-enlisted airwomen are receiving their basic training.

Back from leave spent in Scotland are Cpl. Peggy Douglas, of Winnipeg, and LAW Toftmire, from Arner, Ont.—full of vim, vigour and vitality. Also on leave were LAW Joyce Skene and AW1 M. E. Rainville. Cpl. M. Jamieson visited near Basingstoke for part of her week off.

To LAW Johnson (formerly Johnston) from all her W.D. friends go best wishes for a very happy wedded life. Right now she is acting a bit of Scotland with her very new husband. And, by the way, for the benefit of those of you who were not at the wedding, Jackie, really looked lovely in hyacinth blue—not Air Force. Jackie has just one complaint to make regarding her change in name. "All my life," she laments, "I've had to say 'No, not Johnson—Johnston with a 't'." Now that they've begun to get it straight, my work has all been in vain. People will begin to doubt my sanity when I say, "Not Johnston, it's Johnson without a 't'."

We are glad to report that LAW Clare Rutherford, a Hamiltonian, is with us again. Clare spent a few days in hospital, but is feeling top notch once more.

Last Thursday was the first of many bi-weekly get-togethers looked forward to by the Wids. To say the least, it was a huge success. "Exchange Night" as it was called, brought forth many and sundry ideas on such topics as "where to eat and why," "what to buy and where," "movies and plays to see and books to read," "sports and clubs," and lastly "where to spend leave." If anyone had any doubt in their minds about the IQ of the gals, that doubt would have rapidly vanished after listening in on the discussion. At the next meeting we hope to enlarge on the subject of food. Sounds interesting, does it not?



G/C F. A. Sampson, of Toronto, who was C.O. of No. 2 S.F.T.S. at Uplands, arrived overseas recently and is expected to take over command shortly of an RCAF station in the Canadian Bomber Group.

SUNDERLAND HAD TO CROSS AFRICA

A flying-boat is an unusual conveyance in which to travel across the continent of Africa, and F/O "Bud" Rothschild, of Toronto, rates the flight in which he accomplished the feat as the most unusual of his ops. career.

On the way across the centre of the Dark Continent, he and his crew landed at a Belgian Congo base for refuelling. It was the first time a RAF boat had touched down there, and the Governor of the Congo turned out to give the boys an official reception.

They were given a formal banquet in the Governor's residence and were entertained in the mess of a Belgian regiment stationed there. "Bud" and the other Canucks in his crew—F/O M. E. Slaughter, also of Toronto, and F/O D. W. Munro, of Vancouver—taught the Belgians how to sing "Alouette" and other Canadian songs.

"From there we went on across Africa and finally arrived at Alexandria during the last great German offensive against the Eighth Army." "Bud" related in a recent interview. "Two weeks after we arrived Tobruk fell. Later we moved south to the East African coast and flew patrols from there. I don't recommend those parts for a holiday; weather conditions are terrible and flying is the only relief you get from the dreadful heat. A few weeks ago I flew back to Britain."

HEADQUARTERS

AIR VICE-MARSHAL

CURTIS, D.S.C. and Bar, pitched the first ball that opened the international softball league last Sunday at Hyde Park. Diplomats representing the Yanks and C.M.H.Q. were also present at the opening, and stressed sportsmanship and co-operation between Yanks and Canucks in their addresses to those present. Then RCAF Headquarters joyfully plunged into a double header. They lost 5-3 to the Yanks; won 3-2 over C.M.H.Q. Ammunition for our big guns included Groves, Heenan, Artichuk, Dolan, Battersby, Alexander, Rignall, Barker, Stewart, Harper and Bercovitch.

Cpl. George Mills, the man who refuses so much at the stationery counter, wishes everyone to know that his window-boxful of tomatoes are doing well. Well dig, dig.

Cpl. Dick Pero swam in the sea while on leave up north. People walking by shivered in their winter overcoats. What guys these cops of ours are!

The officers' softball line heard they were going to play the Chelsea Pensioners the other night, so they fielded a complete team, each man figuring that it was a game they might win. The Pensioners didn't turn up, but the next best thing, the Commandants, did. The Commandants won 23-17. Casualties were high.

F/L Doughty, the coach, and F/L Alexander, the catcher, suffered similar complaints early in the game and had to retire. W/C MacInnes was pitching a fair game of ball for a Wing Commander until he got a Charlie Horse (that's his story).

F/L Tim Reid slid all the way from first to second, distributing part of his hide over every foot of the way. F/L Bert Johnston is now a three-fingered photographer, while F/L Drolet blamned an injured heel for his heavy footedness. Casualties mounted so high that they almost had to throw in W/C Irwin in the outfield instead of a ball player. Hmmm—the boys are battling in a tough league.

Cpl. McAulay, of Auxiliary Services, is a man of large sentiment. On one brawny forearm he has a large tattoo bearing the inscription "To Canada." On the other brawny forearm he has a similar inscription "To True Love." The name of the "True Love" has been xxx'd out.

LEAGUE STANDING table with columns for Camps, Personnel, B & S, Knights, Accounts, M.T., P & C, Bridges, O'ceer, and Commandants.

BOMBED RUHR

(Continued from page 1)

cloud stretching 10,000 feet from top to base.

Some of the RCAF crews who participated in the raid included Sgt. Bernard Sarge, Pincher Creek, Alta.; F/S Bill Gardner, Calgary; P/O Sla St. Clair, Hamilton; P/O Keith Patterson, Little Current, Ont.; S/L Clive Sinton, Bermuda; Sgt. Matt Cruickshank, Cornwall, Ont.; Sgt. Joe Kucinsky, Wilkes-Barre, Pa.; F/S Bernard Payette, Hull, Que.; P/O Johnny Rivard, LaTouque, Que.; P/O Bill Randolph, Winnipeg; Sgt. Howard Thornicroft, Westmount, Que.; F/S Bill Roberts, McGregor, Man.; F/O Malcom Crocker, Boston, Mass.; Jack Russell, Long Island, N.Y.; Dick Wright, Chicago.

ESSEN

Halifax and Wellington squadrons of the Bomber Group were part of the heavy force which attacked Essen, home of the great Krupp armament works, last week. Canadians in RAF Lancaster squadrons were also there.

Returning crews told of fires which roared up to 2,000 feet through heavy clouds of smoke, and some crews reported at least two big explosions.

Generally there appeared to be somewhat less night fighter opposition than on some recent operations, but F/S Leo Brunet of Montreal, rear-gunner in the Moose Squadron, had a brush with a Ju.88.

"The Jerry followed us for about five minutes," Brunet said. "As we went in to bomb he was about 800 yards away, so I gave him a burst, and he beat it off to starboard. Ten seconds later he dropped a flare which lit up the sky, and we could see him chasing somebody else."

Other Canadians on the raid from Canadian squadrons included F/S Henry Dell, Oshawa, Ont.; Sgt. Sam Morrison, Toronto; Sgt. George Neale, Hamilton; F/S Art Lewis, Lethbridge, Alta.; Sgt. Cliff Coburn, Toronto; F/S Fred Piper, Tuxford, Sask.; P/O Jim Alexander, Nanaimo, B.C.; Sgt. Bill Cook, Hamilton; P/O Mike Ludlow, Brantford, Ont.; P/O Bern Helntz, Regina.

Some of the Canadians flying in RAF Lancasters were P/O Glen Harris, Stratford, Ont.; P/O Robert W. Randolph, Winnipeg; F/S William M. Roberts, McGregor, Man.; Sgt. Garvin Porter, Faltcoats, Sask.; F/S Graham Coburn, Barrie, Ont.; P/O Jack Price, Los Angeles, Calif.; Sgt. Charles Glover, Winthorst, Sask.; F/S Marathon Hefferon, Hamilton; Sgt. Jack Wallner, Hanover, Ont.



THE DESPERADOES

(Gaumont, Haymarket and Marble Arch Pavillon)

A good old Western melodrama in technicolor, Randolph Scott as the Sheriff and Glenn Ford as Cheyenne Rogers; alleged bandit, are the two leading men.

Claire Trevor, as a tough gal, owner of the local gambling saloon, and Evelyn Keyes as a sweet young thing provide the love interest. A combination of saloon wrecking, jail breaking, hard riding, quick shooting and a cattle stampede make you feel to almost want to hiss the villain and cheer the hero.

HELLO, BEAUTIFUL

(London Pavilion and Regal, Marble Arch)

Featuring Benny Goodman and his orchestra, with Dennis Day taking care of the vocals. The supporting story is about a sales girl (Carole Landis), whose one ambition is to become a Paris model. Her younger sister (Anne Shirley) loses her job through a too-pushing photographer (George Murphy), who tries to atone by getting Carole in as a Powers girl. There are some amusing incidents when he meets up with Powers himself (Alan Mowbray). Benny Goodman fans will probably agree there should have been more jive.

ONLY ONE OP. IS "SHAKY DO"

In more than 30 operational trips with an RAF squadron, F/L Tommy Lane, of Austin, Man., recalls only one trip he would call a "shaky do."

"We were coned by searchlights a few times," says this 22-year-old westerner, "but they only hit us once over Cologne, just a few holes. Otherwise our trips have been uneventful, except for one trip to Italy."

Electrical storms beat around them all the way across France to the Alps in this Turin trip, and the Halifax flew through thick clouds until it was over the mountains.

The port inner engine packed up as they started to descend, due to bad icing of the carburettor intakes. Soon afterwards the starboard outer started to go the same way, so they jettisoned their bomb load and turned round. It was misty and hard to see. They flew around a mountain, and very nearly hit it. The starboard outer had to be feathered, and they flew for an hour on two engines, losing height. The bomb-aimer map-read them through the gullies. It was pretty near a bale out, but as they came out of the mountains the carburettors thawed out, and all four motors were turning as they crossed France.

Lane has been to Italy four times. His other targets include such well-known ones as Berlin, Dulsburg, Dusseldorf, Cologne, Bremen, and Munich.

DAM-BUSTERS

(Continued from page 1)

injury, did all within his power to help his pilot, obtaining a number of fixes which proved of great assistance.

Immediate D.F.M.s go to F/S F. J. Higgins and Sgt. J. P. G. Blanchet. Higgins is commended for his piloting of a Rak-wrecked aircraft back to Britain from Germany and Blanchet is cited for courage and fortitude.

ENTERTAINMENT GUIDE

THEATRES

HIPPODROME. Ger. 3772. Twice Daily at 2.40 and 8.30. GEORGE BLACK presents LET'S FACE IT with BOBBY HOWES.

PALACE. To-morrow 8.30. Suba. Evgs. 8.30; Wed. Sat. 2.30 JACK HYLTON'S HI-DE-HI with FLANAGAN and ALLEN

PALLADIUM. Ger. 3712. Twice Daily at 2.30 and 8.15. Tommy Trinder in GEORGE BLACK'S BEST SID AND TUCKER.

PRINCES. Evgs. 8.15; Thur. Sat. 2.30. FIFTH SHEPHERD presents THE MAN WHO CAME TO DINNER

PRINCE OF WALES. Whl. 8881. Twice daily at 2.40 and 8.30. Sid Field in GEORGE BLACK'S STRIKE A NEW NOTE.

SAVILLE. Evgs. 8.30; Wed. and Sat. 2.30. FIFTH SHEPHERD presents JUNIOR MISS

SAVOY. Evgs. 8.30; Wed. and Sat. 2.30. FIFTH SHEPHERD presents THE MAN WHO CAME TO DINNER

STRAND. Evgs. 8.30; Thurs. and Sat. 2.30. FIFTH SHEPHERD presents ARSENIC AND OLD LACE

VICTORIA PALACE. Vic. 1311. Twice Daily 2.30 and 8.0. (Ex. Fri. Mat.) LUPINO LANE in a farcical musical LA-GI-DA-GI-DA

WINDMILL. Pic. Cir. 15th Year. REVUEVILLE 164th Edition (1st week). Continuous daily 12.15-9.30. Last perf. 7.50 p.m. A VIVIAN VAN DAMM PRODUCTION

LEICESTER SQ. THEATRE.

ERIC PORTMAN & JOHN MILLS in WE DIVE AT DAWN (U) Perfs. at 11.55, 1.50, 4.20 and 8.55.

LONDON PAVILION. 2nd Week. HELLO, BEAUTIFUL I. with CAROLE LANDIS, GEORGE MURPHY, ANNE SHIRLEY.

MARBLE ARCH PAVILION. May. 1112. THE DESPERADOES (U). (In Technicolor). No Place For A Lady (U). News. Ac. Weekdays: continuous 11 to 10. Sundays: continuous 2.30 to 9.

NEW GALLERY, Regent St. Rec. 8080. THE MEANEST MAN IN THE WORLD (U) Revellie With Beverly (U). News. Ac. Weekdays: continuous 11.15 to 8.40. Sundays: continuous from 2.30.

NEW VICTORIA (G.-B.). Opp. Vic. Stn. THE LIGHT OF HEART (A) THE LIDD MYSTERY (A) Weekdays: continuous 12 to 9.50. 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)

PARAMOUNT. Tottenham Court Rd. RAY MILLAND, PAULETTE GODDARD. THE CRYSTAL BALL (U) ALLAN JONES, JANE FRAZEE. RHYTHM OF THE ISLANDS (U)

REGAL, Marble Arch. Padd. 8911. HUMPHREY BOGART, PAUL HENREID, INGRID BERGMAN, CLAUDE RAINS. CABARETTA (U) Commencing Friday.

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

TIVOLI, Strand. Tem. 8423. CARGO OF INNOCENTS (A) Laugh Your Blues Away (U). News. Ac. Weekdays: continuous 12.15 to 9.40. Sundays: continuous from 2.30.

WARNER, Leicester Square. Ger. 3422. ERIC FLYNN, ANN SHIRIDAN in THE EDGE OF DARKNESS (A) with WALTER HUSTON, NANCY COLEMAN

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Advertisement for Eric Portman and John Mills in 'WE DIVE AT DAWN' at Leicester Sq. Theatre. Includes a portrait of Eric Portman and promotional text.

Advertisement for 'THE BLACK SWAN' at Odeon Leicester Square. Features a large illustration of Tyrone Power and Maureen O'Hara, and lists the cast and showtimes.

Large advertisement for 'THE YOUNGEST PROFESSION' at the Empire Theatre. Features a portrait of Virginia Weidler and lists the cast including Edward Arnold, John Carroll, and Ann Ayars.