

GERMAN H.Q. ATTACKED

A suspected German headquarters and mortar position in and by a wood south of the forest of Reichswald was attacked yesterday by R.A.F. 2nd T.A.F. rocket Typhoons, led by Wing Commander Michael Judd, D.F.C., of Winchester.

Earlier in the day the same Typhoon wing had poured rockets into a wood at Labbeck believed to contain defensive installations.

Another Typhoon squadron fired 48 rockets at a railway station and factory at Weeze, south of Goch, and left two fires in the factory.

A Canadian Spitfire wing, under command of Wing Commander B.D.Russel, D.S.O., D.F.C., made 13 cuts on rail lines when they resumed their rail interdiction programme.

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NOTE: AN ARRANGEMENT HAS BEEN MADE IN THE U.S. FOR THE ISSUE OF THIS INFORMATION TO THE PRESS. TRANSMISSION FROM THIS COUNTRY TO THE U.S.A. IS NOT PERMISSIBLE UNTIL 0030 B.S.T. NOVEMBER 10, 1944

JOINT STATEMENT REGARDING U-BOAT WARFARE
IN OCTOBER ISSUED UNDER THE AUTHORITY
OF THE PRESIDENT AND THE PRIME MINISTER

The scope of the German U-boats' activities in October 1944 was materially below that of any other month of the war; in consequence of which the number of United Nations' merchant vessels sunk by German submarines during the month was also the lowest of any month of the entire war.

Although the number of German U-boats destroyed was less than what has come to be considered a good monthly "bag", it compares very favourably with the number of Allied merchant vessels sunk by U-boats.

The Allies continue to supply on schedule their ever-growing armies in Europe.

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No. 10, DOWNING ST.

9.11.44 - No.5

AIR MINISTRY NO.16294

AIR MINISTRY COMMUNIQUE

Last night squadrons of Mosquitos of R. A. F. Bomber Command
attacked Hanover and other objectives in Western Germany.

None of our aircraft is missing.

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9.11.44 No.8

CHRISTMAS AND NEW YEAR LETTERS TO BRITISH
PRISONERS OF WAR AND INTERNEES IN GERMANY

Latest posting date by air mail

The Postmaster General advises that to secure the best chance of delivery before Christmas, letters to be sent by air mail to British prisoners of war and civilian internees in German hands should be posted as soon as possible, and in any case not later than the 16th of November. The special air letter-cards for prisoners of war, sold at Post Offices, price 3d. each, should be preferably be used.

As previously announced, in order to avoid congestion in the enemy censorship, Christmas and New Year greetings cards or calendars may not be sent to prisoners of war and civilian internees in enemy hands. For the same reason, additional letters should not be sent to them in place of greetings cards.

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GENERAL POST OFFICE.

NOT FOR PUBLICATION, BROADCAST IN OVERSEAS BULLETINS OR USE ON CLUB TAPES BEFORE 0830 THURSDAY 9th NOVEMBER, 1944, OVERSEAS MESSAGES SHOULD BE PREFACED WITH THIS EMBARGO.

AIR MINISTRY NEWS SERVICE

Air Ministry Bulletin 15271.

THEY THOUGHT HE WAS A BOMB

When Flying Officer Owen Pratt, of Christchurch, New Zealand, crashed through the roof of a granary in a Dutch village, just south of Tilburg, the miller and his family thought he was a bomb and promptly evacuated their living quarters below.

Not only that but people were moved from an area of a hundred yards around the building and the Flying Officer's shouts for help went unheeded until daylight.

Flying Officer Pratt's story began when the Halifax of which he was the navigator found itself near Tilburg with petrol for only three minutes flying. The crew were ordered to bale out and did so. "We jumped at seventeen thousand feet," said Flying Officer Pratt. "There was a seventy miles an hour gale at that height and I thought I should never get down as for a time I was being blown along almost horizontally. At long last I saw a dark mass below me. Then a church steeple flashed by and the next thing that happened was that I went crash through a roof. I found myself swinging by my parachute harness in inky darkness and released myself. I think I knocked myself out for half an hour.

"When I came to it was still dark and I felt all the way round the walls and gradually realised that there was no door. I could ^{see}/a glimmer of light from the hole I had made in coming through the roof and managed to climb through it to the roof top. I shouted and shouted without result for a long time, and when light finally came there must have been half the village packed into the streets about a hundred yards away. Finally the police rescued me and I found I had crashed through the roof into a loft twenty feet high with only a trap door exit in the floor."

The Dutchman, his wife, and their two children were delighted to find that their midnight disturber was not a time bomb after all and Flying Officer Pratt was soon enjoying their hospitality before being flown back to England for hospital treatment.

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NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES BEFORE 0830
 B.S.T. (i.e. for EVENING PAPERS) ON THURSDAY NOVEMBER 9, 1944
 THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY
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Air Ministry News Service

Air Ministry Bulletin No.16272

U.S. PILOTS SUPPORT 8TH ARMY

British tommies of the 8th Army are again receiving aerial support from the famous 79th Fighter Group, veteran American air unit, which first gained recognition with the RAF in Libya.

The American airmen, who participated in five major campaigns, from Egypt to France, rejoined their Allied comrades of the Desert Air Force after operating temporarily with the U.S. Tactical Air Force.

Upon arrival at their new post the Americans were welcomed by Air Vice-Marshal W.F. Dickson, A.O.C., Desert Air Force, as "old friends."

With Spitfires, British Mustangs, and American Thunderbolts roaring together in the Adriatic skies, G.I's and RAF ground crews resumed old acquaintances, swapping tales of adventure since they operated together last winter, and reminiscing about the "blistering desert days."

The 79th, commanded by Lt.Col. Melvin J. Nielson, began their combat career two years ago with P 40 Warhawks, and were an integral part of the 8th Army aerial team until February 1944, when they were transferred to the U.S. Tactical Air Force for operations against Rome, Anzio, Northern Italy, and France.

With the Desert Air Force in Africa, the group smashed fighter records by flying 207 sorties in one day and sinking the first enemy vessel off the Tunisian coast. They advanced with the British 8th through Tunisia, Sicily, and southern Italy.

For their outstanding work with the British, the 79th received the Presidential Unit Citation, and commendations from such well known officers as Field-Marshal Montgomery, General Arnold, Air Chief Marshal Tedder and Air Marshal Coningham.

During combat operations with the Tactical Air Force, the unit completed their 25,000th sortie and 2,500th mission, dropped 306,000 lbs of explosives in one day, carried 2,500 lbs of bombs on a single Thunderbolt, and played an important role in the "operation strangle" of Northern Italy.

They further distinguished themselves by being the first fighter-bomber group over southern France D-Day targets, the first to operate from Rhone Valley bases, and the first TAF fighters to strafe in Germany proper.

Although operating directly with the British in the air, the group remains with the U.S. Tactical Air Force for administration command.

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The Ministry of Labour and National Service announces the number registered at Employment Exchanges as unemployed at 16th October, 1944.

1. MEN AND BOYS

The number of men and boys registered at Employment Exchanges in Great Britain as wholly unemployed at 16th October, 1944, (exclusive of 18,019 men who had been classified by interviewing panels as unsuitable for ordinary industrial employment) was 55,230;— those registered as on short time or otherwise temporarily suspended from work on the understanding that they were shortly to return to their former employment numbered 500; and those registered as unemployed casual workers (being persons who normally seek their livelihood by jobs of short duration) numbered 783. As compared with 17th July, the latest date for which comparable statistics are available, the numbers wholly unemployed showed an increase of 11,152, those temporarily suspended from work showed an increase of 216, and unemployed casual workers showed an increase of 113.

2. WOMEN AND GIRLS

The corresponding figures for women and girls at 16th October, 1944, were 24,005 wholly unemployed (exclusive of those, numbering 411, who had been classified by interviewing panels as unsuitable for normal full-time employment), 529 temporarily stopped and 23 unemployed casual workers. As compared with 17th July, the numbers wholly unemployed showed an increase of 6,178 and those temporarily stopped showed an increase of 214. There was no change in the number of unemployed casual workers.

3. Detailed figures are given overleaf.

4. REGIONAL CHANGES

All the administrative regions showed increases between 17th July and 16th October, 1944, in the numbers registered as unemployed. The following Table shows the increase in the total numbers registered* in each region:—

LONDON AND SOUTH-EASTERN	2,579
EASTERN	116
SOUTHERN	510
SOUTH-WESTERN	657
MIDLANDS	929
NORTH-MIDLANDS	452
NORTH-EASTERN	2,174
NORTH-WESTERN	2,704
NORTHERN	2,986
SCOTLAND	2,739
WALES	2,027

* Exclusive of men classified as unsuitable for ordinary industrial employment and of women unsuitable for normal full-time employment.

Press Office,
Ministry of Labour and National Service,
8, St. James's Square, S.W.1.

9th November, 1944.

Numbers unemployed on registers at 16th October, 1944, with figures for July, 1944, and October, 1943, exclusive of those who had been classified by interviewing panels as unsuitable for ordinary industrial employment

Date	Wholly Unemployed	Temporarily Stopped	Persons normally in casual employment
<u>16th October, 1944</u>			
Men	46,168	492	782
Boys	9,062	8	1
Women	15,589	472	23
Girls	8,416	57	-
TOTAL	79,235	1,029	806
<u>17th July, 1944</u>			
Men	36,407	274	670
Boys	7,671	10	-
Women	11,037	310	23
Girls	6,790	5	-
TOTAL	61,905	599	693
<u>18th October, 1943</u>			
Men	40,042	446	900
Boys	8,416	3	2
Women	15,546	280	48
Girls	8,249	3	1
TOTAL	72,253	732	951

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Air Ministry News Service

Air Ministry Bulletin No. 16263

NEW ZEALANDER IN R.A.F. FIGHTER SQUADRON

Flight Lieutenant Bruce John Oliver, to whom an immediate award of the D.F.C. was recently made while he was fighting in France, is the only New Zealander in a famous R.A.F. Fighter Command squadron.

The award was made after Flight Lieutenant Oliver had shot down two F.W.190s and destroyed or damaged 20 enemy transport vehicles during operations with his squadron while they were based on the Continent.

Flight Lieutenant Oliver joined the R.A.F. in February, 1941, and was trained in Canada and England.

As a sergeant pilot, he was posted to a Spitfire fighter squadron which was sent out to Malta to reinforce the defence of the Island, and while out there, he was appointed to commissioned rank. During his six months tour in Malta, he was engaged in many dog fights with enemy fighters escorting dive bombers in attacks on the island's airfields and other targets. He destroyed two Junkers 88.

When he returned to England last year, he became an instructor, but came back on operations again in January this year. He was posted to the City of Glasgow Fighter Squadron, which is credited with the destruction of the first enemy raiders to make attacks on Britain in this war. The squadron was the first all-British fighter squadron to operate from airfields in France during the invasion of Normandy, and Flight Lieutenant Oliver went with it as a Flight Commander.

He is twenty-four years of age and comes from Hororata, near Christchurch, New Zealand.

SOUTH-EAST ASIA COMMUNIQUE No. 311

South East Asia Command
November 9, 1944

Heavy bombers of Eastern Air Command yesterday attacked railway targets in SOUTHERN BURMA.

Other Allied aircraft bombed dumps, bunkers, and a camp in the CHINDWIN region.

On November 7, shipping and installations at TAVOY were attacked.

NORTHERN BURMA:

A third prong southward into Japanese held territory has been made by Chinese troops who have crossed the IRRAWADDY and occupied the town of SHWEGU, midway between BHAMO and KATHA. Only very light opposition was encountered and only a few minor casualties suffered.

CHIN HILLS:

After two days of heavy fighting we have captured FORT WHITE. Troops of the Fifth Indian Division are in contact with the enemy four miles further east.

KABAW VALLEY:

East African troops pushing south in the KABAW VALLEY between TAMU AND KALEMYO, are making steady progress against stiffening enemy resistance.

CHINDWIN FRONT:

Other East African forces are investing Japanese defences a mile from the CHINDWIN, north of MAWLAIK.

ARAKAN:

Patrol and artillery action continue around BUTHIDAUNG and south of MAUNGDAW.

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V. C. FOR GURKHA RIFLEMAN

War Office,

9th November, 1944

The KING has been graciously pleased to approve the award of the VICTORIA CROSS to:-

No. 10119 Rifleman Tulbahadur PUN, 6th Gurkha Rifles, Indian Army.

In Burma on June 23, 1944, a Battalion of the 6th Gurkha Rifles was ordered to attack the Railway Bridge at Mogaung. Immediately the attack developed the enemy opened concentrated and sustained cross fire at close range from a position known as the Red House and from a strong bunker position two hundred yards to the left of it.

So intense was this cross fire that both the leading platoons of "B" Company, one of which was Rifleman Tulbahadur Pun's, were pinned to the ground and the whole of his Section was wiped out with the exception of himself, the Section Commander and one other man. The Section Commander immediately led the remaining two men in a charge on the Red House but was at once badly wounded. Rifleman Tulbahadur Pun and his remaining companion continued the charge, but the latter too was immediately badly wounded.

Rifleman Tulbahadur Pun then seized the Bren Gun, and firing from the hip as he went, continued the charge on this heavily bunkered position alone, in the face of the most shattering concentration of automatic fire, directed straight at him. With the dawn coming up behind him, he presented a perfect target to the Japanese. He had to move for thirty yards over open ground, ankle deep in mud, through shell holes and over fallen trees.

Despite these overwhelming odds, he reached the Red House and closed with the Japanese occupants. He killed three and put five more to flight and captured two light machine guns and much ammunition. He then gave accurate supporting fire from the bunker to the remainder of his platoon which enabled them to reach their objective.

His outstanding courage and superb gallantry in the face of odds which meant almost certain death were most inspiring to all ranks and were beyond praise.

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Released simultaneously in India
Air Ministry News Service

Air Ministry Bulletin No. 16295

R.A.F. TRANSPORT COMMAND MOSQUITO MAKES FASTEST FLIGHT YET TO INDIA

England to India in 14 hours 37 minutes' flying time and an over-all time, with two stops for re-fuelling, of 16 hours 46 minutes.

This flight, the fastest yet between these two countries, has just been made by a Mosquito of R.A.F. Transport Command and flown by a pilot of that Command, F/Lt. James Linton, of Thornbury Cottage, Cookham Dean, Berks. The navigator was W/O Edwin Joseph Goudi, of Walthamstow, London.

The total mileage speed was 315 miles per hour. Warrant Officer Goudi said that the aircraft "behaved like a lady" throughout. The take-off was from an airfield in the Midlands at 0825 hours G.M.T. The weather was moderate. Course was set for the African coast and at 1414 hours G.M.T. the aircraft landed at El Aden, near Tobruk, refuelled and forty nine minutes later was off again. The next stop was Shaibah, on the Persian Gulf, where the Mosquito landed at 1950 hours G.M.T. The crew rested an hour and ten minutes, and at 2110 hours G.M.T. the aircraft left on the last leg of the journey. Four hours one minute later it landed at Karachi - at 0111 hours G.M.T., the next morning. Coming out of the moonlight, the Mosquito came to rest as dawn broke over the airfield.

The crew was welcomed by the station commander, Group Captain H.N.G. Ramsbottom-Isherwood, D.F.C., A.F.C., remembered for his command of the first British Fighter Wing in Russia. He was handed a parcel emphasising the significance of the flight - a selection of London and Provincial morning newspapers of the day before.

Describing the journey, F/Lt. Linton said: "We came along very comfortably. That was the idea. We wanted to show we could do the trip in the ordinary way, getting out this end feeling quite fresh".

W/O Goudi

W/O Goudi, who was making his first long flight with P/Lt Lindof said it was estimated the journey would take seventeen hours overall and fifteen hours flying time. "So without forcing the pace we have done better than expected." He added: "the Mosquito's cruising speed is fairly high and we kept it up."

Just over ten years ago on October 20, 1934, the Mollisons broke the England-to-India record, landing at Karachi in an overall time of twenty-two hours thirteen minutes. That was an exceptional performance, by an exceptional aircraft designed for speed only. The Mosquito which landed at Karachi this week was a normal service aircraft designed not only for speed but capable of operating as a day and night fighter, as a bomber and as a photographic reconnaissance aircraft. This journey to India was a routine flight to reinforce an operational squadron.

During his eight months with Transport Command, after two year's service in Canada, P/Lt. Linton has delivered numerous reinforcement aircraft to distant parts of the world. He has twice flown to India and five times to Cairo. Both he and his navigator have been chiefly engaged on high speed flying with Mosquitos and Beaufighters.

Before leaving for India on his latest trip P/Lt. Linton said; "These long distance reinforcement flights are fascinating work. The aircraft we ferry are standard operational aircraft and must not be flown in a way which might cause loss of efficiency. But good navigation and good weather often make for good flying times."

Linton covered the journey from England to Cairo in eight hours twenty-five minutes, including a stop for refuelling. The high speed capabilities of the Mosquito were first brought home to the public when the crew of one had breakfast in England, lunch in Russia and returned home in time for dinner.

P/Lt. Linton was the pilot of the Mosquito which recently flew urgent documents to Lord Swinton at Accra, completing the journey from England - 4790 miles in 31 hours 14 minutes overall time. Previously he went from England to Cairo in 8 hours 25 minutes overall time, including a refuelling stop.

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NOTE: Pictures available at B.I.P.P.A.

9.11.44 No 18

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SIMULTANEOUS PUBLICATION IN INDIA ARRANGED.

WIDOW HONOURED BY THE KING

The name of the late James Harvey Monroe, Esq., lately a Puisne Judge of the High Court of Judicature at Lahore, appeared in the New Year Honours List, 1944, among those gentlemen from India upon whom The King had expressed his intention of conferring the honour of Knighthood. Mr. Monroe, however, died before an opportunity occurred for him to receive this honour from His Majesty.

The King has now been pleased to approve that Margaret Adeline Monroe, widow of the late Mr. James Harvey Monroe, be granted the style, place and precedence to which she would have been entitled had her husband survived.

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10, DOWNING STREET,

9.11.44 No. 20.

Air Ministry No. 16296

AIR MINISTRY COMMUNIQUE

This morning, Lancasters of R.A.F. Bomber Command, escorted by Spitfires and Mustangs of R.A.F. Fighter Command, attacked objectives in the Ruhr. Two Bomber Command aircraft and no Fighter Command aircraft are missing.

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9.11.44. No.21.

M. A. P. CONTROLLER RELEASED.

The Minister of Aircraft Production has agreed to release Sir Alan Gordon-Smith from his position as Controller of Construction and Regional Services in order that he may return to his firm S. Smith & Sons (England) Ltd. His successor in the post will be Mr. F. J. E. Brake formerly the Deputy Controller.

Sir Alan has been with the Ministry of Aircraft Production since its formation and during the past $3\frac{1}{2}$ years he has been in charge of Construction and Regional Services. He was a member of the Minister of Aircraft Production's Council and also represented the Ministry of Aircraft Production on the Regional Organisation Committee, the Location of Industry Committee and the National Production Advisory Council.

Sir Alan leaves the Ministry with the thanks of the Government for his valuable services. Sir Alan will continue to assist the Minister in an advisory capacity as Hon. Adviser on Regional Organisation.

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MINISTRY OF AIRCRAFT PRODUCTION

MEDITERRANEAN COMMAND COMMUNIQUE

Allied Headquarters

November 9, 1944

South-west of Forli British troops of Eighth Army have been engaged in heavy fighting and have made progress against the most determined resistance. Farther west, Polish troops of Eighth Army made considerable gains on either side of the river Montone and have occupied a number of important features. The town of Dovadola, on the Florence-Forli road was captured after a sharp engagement.

In the western coastal sector Negro troops of Fifth Army have captured the villages of Fabbiano and Basati. In the remainder of the Fifth Army sector activity was confined to patrolling and artillery exchanges.

Mediterranean Allied Air Force Headquarters, Italy: Troop concentrations in Yugoslavia were again attacked yesterday by heavy bombers of the Fifteenth A.A.F., while R.A.F. heavy and medium bombers attacked roads and bridges in Yugoslavia.

Medium bombers of the Tactical Force attacked enemy communications in the Po valley area of northern Italy. Fighters and fighter-bombers were active against close support targets, rails, and bridges near the battle zone.

From these operations six of our aircraft are missing.

M.A.A.F. flew approximately 1,400 sorties.

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9/11/44 - No. 26

Air Ministry News Service

Air Ministry Bulletin No. 16299

SPITFIRES OUT IN ICY WEATHER

Spitfire and Mustang pilots of R.A.F. Fighter Command flew through icy weather to escort R.A.F. Bomber Command Lancasters in their attack on the Ruhr today.

It was so cold that pilots' eyelashes froze and ice formed on the outside of their cockpits.

"It was the coldest day I had been up in", said S/Ldr. George Scott, A.F.C., of Perth, Scotland, who led a wing of Spitfires.

"We had icing trouble almost from the start. There was cloud from 2,000 feet up to 18,000 feet and it was the nimbus variety which denotes very cold weather. All the aircraft - bombers and fighters alike - were pushing out terrific vapour trails.

"I found my normal breathing caused vapour on the top of my oxygen mask, and this froze to my eyelashes. I had to keep blinking my eyes to prevent them from being sealed up."

There was no opposition from the Luftwaffe and none of our fighters was lost.

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9/11/44 - No. 28

Air Ministry No. 16300

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

Last night, the enemy directed flying bombs against Southern England, including the London area. Damage and casualties were caused. A number of the flying bombs were destroyed by the defences.

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9.11.44 No. 30.

2nd T.A.F./F.B./A.I.R INF 661.

TYPHOONS SMASH DUNKIRK STRONG-POINTS

Strongpoints and buildings held by the enemy in Dunkirk were demolished by rocket- Typhoons of R.A.F. 2nd T.A.F. today.

These attacks, against targets selected by the Army, were made by Air Vice Marshal L.O. Brown's Group. They were carried out in the face of extremely poor flying weather which considerably restricted activities.

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