

AIR MINISTRY NEWS SERVICE.

INSPECTION BY THE KING.

In a hangar at a Royal Air Force Bomber Command station in East Anglia the King decorated five officers, two sergeant observers and an aircraftman air gunner for gallantry in action against the enemy.

Officers received the D.F.C. and the men the D.F.M. The awards were made for a variety of deeds. Of one officer it was stated in the citation read out on parade: "He has done magnificent work since the outbreak of the war, and his leadership and courage have always been of the highest order." Of another it was said "He has at all times shown exceptional skill and coolness in the face of the enemy". Operations over Sylt and Norway and in the Heligoland Bight were mentioned in the citations. The air gunner who was decorated was in the rear turret of an aircraft which was attacked by a number of enemy fighters, but by cool, deliberate and accurate firing, he shot down one Messerschmitt 109 in flames, and severely damaged a Messerschmitt 110.

The King had driven from London, and was met by Air Vice-Marshall J.E.A. Baldwin, the Air Officer Commanding the Bomber Group of which the station forms part. Squadrons and W.A.A.F. detachments, drawn up in a hollow square in the hangar, gave the royal salute upon the arrival of the King. Many of the officers and men on parade had only twelve hours earlier been bombing enemy road and rail communications.

The parade was taken by the Station Commander. As the recipients came forward in turn to be decorated, the King asked questions about operations in which they had taken part. He shook hands warmly as he congratulated each officer and man. After the march past, His Majesty inspected a bomber which had been severely damaged by anti-aircraft fire in previous operations and was being repaired.

In the Mess ante-room afterwards, the King chatted with young pilots about raids in which they had taken part. As he drove away, after having had tea in the Mess, he was loudly cheered by the officers, led by the station commander, and again at the main gate, where many of the men had gathered, His Majesty was given another rousing cheer.

(Note to Art Editors: a photograph of the King's arrival at a Bomber Command station is being made available through Sport and General Press Agency Ltd., 2, Gough Square, E.C.4. Central 1161).

NOT TO BE PUBLISHED IN ANY COUNTRY BEFORE THE
MORNING PAPERS OF WEDNESDAY, MAY 29TH, 1940 OR
BROADCAST BEFORE 7 A.M. ON THAT DATE.

ROYAL AIR FORCE AWARDS 36

The KING has been graciously pleased to approve the undermentioned awards in recognition of gallantry displayed in flying operations against the enemy:-

AWARDED THE DISTINGUISHED FLYING CROSS.

Squadron Leader James Horatio Gratwick SARLL

Acting Flight Lieutenant Herbert Douglas Haig COOPER

During a night in May, 1940, Squadron Leader Sarll, as captain of an aircraft, displayed skill and tenacity in pressing home a bombing attack on the bridges at Maastricht. A direct hit was scored on a bridge, and it was subsequently confirmed that the bridge had been destroyed. This officer has taken a leading part in several recent operations of his unit and has consistently shown determination.

Flight Lieutenant Cooper led a formation of aircraft ordered to undertake bombing operations against Maastricht. In spite of heavy gun-fire, the attack was pressed home successfully, the road and railway bridges being heavily bombed. Valuable photographs were also obtained.

AWARDED THE DISTINGUISHED FLYING MEDAL.

Sergeant John Stewart ROBERTSON.

Sergeant Robertson was the observer in one of a formation of aircraft that undertook bombing operations against Maastricht. Displaying great coolness in the face of heavy anti-aircraft fire, he obtained most valuable photographs that showed the destruction of two bridges, and also indicated clearly the route being taken by the enemy through the town and the points at which they were crossing the river by pontoon bridges.

NOTES ON CAREERS

Squadron Leader Sarll who is aged 28 was born in London, educated at Malakar House School, Oxford and on the Training Ship "Mercury". He was granted a short service commission as pilot officer in September, 1932, promoted Flying Officer in June, 1935, Flight Lieutenant two years later and Squadron Leader last January.

Acting Flight Lieutenant Cooper was born in March, 1917, at Strabane, Co. Tyrone, Ireland and was educated at Portora Royal School, Enniskillen. He became a Pupil Pilot in 1936, was granted a short service commission in March, 1937, promoted Flying Officer in 1939 and acting Flight Lieutenant last September.

Sergeant Robertson, a native of Old Kilpatrick, Dalmuir, Dumbartonshire, joined the R.A.F. as an aircraft apprentice at the age of 16 in 1929.

Press and Publicity Branch,
Air Ministry,
King Charles Street,
Whitehall, S.W.1.

28.5.40 No 3

SAVE TARES FOR SEED

Looking ahead to the autumn, the Ministry of Agriculture foresees a shortage of winter tares for sowing. Last year's crop suffered badly in the winter, but where farmers in the Southern Countries still have standing crops of winter tares they are strongly advised to save them for seed rather than feed them off to sheep.

MINISTRY OF AGRICULTURE

BOULOGNE EVACUATIONNAVAL EYE-WITNESS STORY

The story of the evacuation of British troops from Boulogne has been told by a Naval Eye-Witness who had been sent to the port on an independent mission. He described in glowing words the truly wonderful behaviour of the troops in the face of an attack by greatly superior forces of the enemy who were assisted by enemy aircraft, tanks and field guns, and the no less admirable courage of the Royal Navy, particularly of the destroyers who evacuated the troops in circumstances of great difficulty and peril.

Where so much happened in less than twenty-four hours, and event followed event in rapid succession, it is impossible to tell the story in chronological sequence. Indeed, when one asked the Naval Eye-Witness what time such-and-such a thing happened, he could give no definite reply. "Things were so hectic," he said, "and there was so much going on, that we had no time to look at our watches."

Anyhow, a demolition party was detailed to be ready to move at two hours' notice. It consisted of seamen, Royal Marines, and a small detachment of the Royal Engineers, with the necessary officers. All the explosives and other demolition gear had to be provided.

Embarking in lorries, the combined party were taken by road to another port, where they embarked in a destroyer and were rushed across the Channel, reaching the main jetty at Boulogne in the forenoon. On the way into the harbour they had seen some French and British destroyers shelling the high land to the north, over which enemy tanks and mechanised troops were advancing on the town. Inside the harbour, however, there was "comparative peace" for the time being, though not for very long.

The naval party was landed to hold the railway station, to fit the demolition charges, and to earmark all the bridges, cranes, lock-gates, etc., which should be destroyed when the time came. This work was to be undertaken at the request of the French authorities.

Certain details of troops were in the railway station when it came under high-explosive shell fire from enemy field guns. The seamen were there too, fitting the detonators to their explosive charges, "Some of them were quite young men who'd never been under fire" our Eye-Witness said. "They just carried calmly on with their jobs with bits of the roof flying around and casualties occurring. They never turned a hair."

The officer in charge went off to Military Headquarters to report his arrival to the Brigadier, finding all the roads on the way barricaded with lorries and protected by machine guns.

The Germans were gradually closing in on the town with light mechanised vehicles followed by tanks and motorised field guns. German aircraft were also busy using bombs and machine-guns. Their attacks were intermittent throughout the day, and at one time there were 60 machines in the air overhead. On one occasion a greatly superior number made themselves scarce on an attack by R.A.F. fighters.

Owing to the position of the Germans all round the town it had been impossible to send field guns or other assistance, consequently the troops could not hold out indefinitely against the enemy armoured vehicles. Small parties of Germans were already coming down the streets on the outskirts of the town.

Accordingly, it was decided to shorten the defended perimeter by a slight British withdrawal. This would avoid the flank being turned, and would accelerate the evacuation when the time came, as come it must.

The destroyer bringing the naval demolition party had already left under orders. She was relieved by another, and the second was relieved by a third. The naval and military officers conferred, and soon came to the conclusion that the town could not be held. The Germans already held the higher ground commanding the town and harbour, and were massing more troops and guns. Already our troops had been in action, and had sustained casualties.

Demolition of all the bridges and important points was decided upon, and small parties of seamen went out with their parcels of explosives. The enemy was closing in. Already the swing bridges giving access to the inner part of the harbour were under the fire of machine-guns at a range of a few hundreds of yards. The explosives were placed by the bridges, though they could not be destroyed until the last of our troops had withdrawn.

Meanwhile, in another part of the harbour was a large crane, with a wet dock beside it containing a naval trawler. Both might be captured by the enemy, so the officer in charge decided to destroy them, with the power-house and pumping station for the dock, without waiting for further orders. He did so, though the crane did not collapse as was expected. It was eventually brought crashing down by a few rounds from the destroyer alongside the jetty. While all this was going on the enemy were all round the docks at a range of about 400 yards, and snipers were within fifty yards of the crane.

Another small naval party were searching the docks for any ships which might assist in the final evacuation. They found one small vessel of the drifter type in which some stokers raised steam in record time by using bits of packing cases and anything combustible they could lay their hands upon.

The fire from field and machine-guns continued. So did the bombing. Then came the long-expected orders - "Complete demolition."

The floating dock was sunk, and machinery, power-houses and the like blown up. The hinges of some dock-gates were demolished, another trawler, another crane - anything and everything that might be of use to the enemy. The work was necessarily hurried, and in the midst of it the demolition parties were harassed by a dive bombing and machine-gun attack by fifteen enemy aircraft. These were the ones put to flight by R.A.F. fighters.

Further charges were placed to make certain of the sluice gates and bridge. The Germans were very close, and coming nearer all the time. At this period - the time cannot be stated - a considerable number of our troops were sheltering in the sheds round the railway station, and more were arriving every minute.

Evacuation having been decided upon, two destroyers came into the harbour and alongside, and steamed stern first again out of the narrow entrance with all the troops they could cram on board.

Then three more destroyers came in and alongside, to be fired upon furiously by enemy field guns concealed on a wooded hill to the north of the harbour and overlooking it, and a number of pom-poms and machine-guns in the second storey windows of a hotel. The range was no more than 800 yards. Then several enemy heavy tanks came down the hill and on to the foreshore.

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The troops, meanwhile, were on the jetty and embarking in the destroyer alongside. Their courage and bearing were magnificent, even under a tornado of fire with casualties occurring every second. They were as steady as though on parade.

But the destroyers had not been idle. Their 4.7's, 4-inch, pom-poms and machine-guns were in hot action, plastering the hillsides and the German field-guns in them at point-blank range; blasting the hotel opposite until the pom-poms and machine-guns were silenced in showers of hurtling masonry and shell fragments. The first shot fired at the tanks missed. The second was a direct hit which caused one of them to capsize and "go spinning over and over like a child doing a cart-wheel," as said an onlooker. A third was knocked out with a direct hit. The others retired with celerity.

If it had not been for the rapid and accurate fire of those destroyers, and the bravery of the men manning their guns in the open, the retiring troops must have sustained far heavier casualties. Indeed, the evacuation might never have been possible.

"By God!" said one of the more senior military officers, voicing his admiration, "they were absolutely magnificent." What the Army thought of the Navy, the sailors also thought of the soldiers. "They stood there like rocks and without giving a damn for anything," said one naval officer.

Those three destroyers cast off with full loads of soldiers on board and went stern-first out to sea through the narrow entrance. One of them was slightly on fire, all of them were listing over heavily with the number of men on board. Getting them safely away and out to sea in such conditions involved a fine display of seamanship, particularly as the tide had fallen and there was a danger of them grounding. There was very little water under their bottoms.

It was now evening, and there were still many troops ashore, and more still coming over the bridges under heavy fire. Still more were under the doubtful cover of the station buildings. The firing and the bombing continued.

The troops seemed never to end, and the enemy was still advancing. Most of the naval demolition party had gone in the destroyers, leaving the officer in charge, a sub-lieutenant, a petty officer and one rating. They blew up the bridge when the last soldier had passed over it.

Darkness came, and at ten o'clock the railway station was still crammed with men, with the Germans very close, and advancing. But word had gone forth to the Navy that the evacuation was not complete, and at about eleven o'clock another destroyer nosed into the darkened harbour and alongside, being bombed and fired upon as she came.

She also was in danger of grounding; but moved stern-first out to sea with her quota and a list of fifteen degrees.

Then two more destroyers arrived, and evacuated the troops that remained, with their many wounded.

It was a miracle that all of these destroyers were not sunk.

This, in brief, is the tale of the evacuation of Boulogne in the face of an attack by vastly superior forces of the enemy. If the withdrawal was a misfortune, it is a story of truly magnificent discipline, and of courage, determination and devotion to duty on the part of comparatively small forces of the Army, the Navy and the Royal Marines which should be remembered long after we have passed into oblivion.

NAVAL AFFAIRS.

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28/5/40. - No. 6.

PRESS NOTICE

Mercantile losses, due to enemy action, for week ending Sunday/Monday, midnight 19th/20th May, 1940, were:-

		<u>No.</u>	<u>Tonnage</u>
British	...	1	629
Allied	...	3	29,552
Neutral	...	4	16,120
		<u>8</u>	<u>46,301</u>

GERMAN SHIPS CAPTURED, SUNK, ETC.

It has been reported that the German tanker KATTEGAT, 6,031 tons, and the S.S. ROSARIO, 6,079 tons, have been sunk by the Norwegians. This brings the total losses of German mercantile shipping up to midnight 19th/20th May, due to Allied action, to about 830,000 tons, which is now substantially in excess of the total British losses by enemy action.

CONVOYS

Up to Wednesday, 22nd May, 21,511 British, Allied and Neutral ships had been convoyed in British convoys with a loss of only 31 ships, being a loss ratio of one in 694. Neutral ships convoyed totalled 3,100 with a loss of only 3, representing a loss ratio of one in 1,033.

The total tonnage of ships convoyed safely to their destination is over 75 million tons, representing a carrying capacity of over 112 million tons of cargo.

ADMIRALTY,
WHITEHALL,
S.W.1.

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28.5.40 No.7.

P.23.

MINISTRY OF SUPPLY

PRESS NOTICE

PAPER CONTROL - WASTE PAPER.

Under the Control of Paper (No.15) Order, 1940, regulating the acquisition of waste paper by producers of paper, the Minister of Supply has issued a General Direction authorising producers of paper to continue to acquire waste paper under the conditions set out in the Control of Paper (No.9) Order, 1940, until the 1st June. Thereafter it will be necessary for any producer of paper who wishes to acquire waste paper other than those grades set out in the First Schedule to the Order to obtain a licence under the Control of Paper (No.15) Order, and forms of application may be obtained from the Controller of Paper without delay.

In Section 2 of Schedule C to the Control of Paper (No.15) Order, 1940, the additional allowance payable to Local Authorities for newspapers press-packed in bales and delivered in minimum lots of four tons, should be 1s.10½d. per cwt. and not 1s.0½d. per cwt. as shown in the printed copies of the Order.

Ministry of Supply,
The Adelphi,
London, W.C.2.

28th May, 1940.

FLEET AIR ARM AND R.A.F. OPERATIONS.

The Air Ministry announces:

Units of the Fleet Air Arm, which are operating with the Coastal Command of the R.A.F. made a series of heavy and effective attacks during yesterday on enemy positions on the French and Belgian coasts. Batteries and transport were destroyed by bombs and troops scattered by machine gun fire. None of our aircraft was lost in these operations.

Royal Air Force Medium Bombers continued their attacks on enemy concentrations in North-East France during the evening. Two of these bombers are missing.

Throughout last night R.A.F. heavy bombers, again without loss to themselves, delivered further attacks on enemy communications in the Rhineland and in the Low Countries.

In the course of yesterday, our fighters destroyed 50 enemy aircraft and seriously damaged 29 others. Fourteen of our fighters are missing.

AIR AFFAIRS.

AIR MINISTRY BULLETIN NO 73

28/5/40 No 9

AIR RAID WARNING IN EAST KENT

The Air Ministry announces:-

An air raid warning was sounded in the East Kent area shortly before noon today.

AIR AFFAIRS

Air Ministry News Service.

R.A.F. FIGHTERS IN ACTION.

Royal Air Force fighters yesterday had their best day since the invasion of the Low Countries. They destroyed or seriously damaged seventy-nine German raiders. Fifty were seen to crash, and the other twenty-nine flew off disabled.

Fourteen of our Hurricanes and Spitfires are missing, though some of the pilots are believed to be safe.

For sixteen hours the fighter pilots patrolled the sky over the battlefields and the French and Belgian ports.

The first Messerschmitt 109 was destroyed by Spitfires before 6 a.m. The last Dornier 215 bomber was shot down by Hurricanes just before 9 p.m.

It was a bad day for the German Messerschmitt fighters. Twenty two of them were destroyed, and another nine put out of action.

An attempt was made by Messerschmitt 109's to surprise a Spitfire Squadron in the morning. The Messerschmitts were escorting Dornier 17 bombers. When they sighted the Spitfires they hid among cumulus cloud and made surprise dives. Four Messerschmitts dived on one Spitfire pilot. He shot down two of them. The rest of the Squadron destroyed five more Messerschmitts as well as one of the Dorniers. In the afternoon the Spitfire Squadron added four Dorniers 17 to its day's bag. Three of these Dorniers burst into flames.

The new R.A.F. Defiant fighters in two short fights accounted for two Messerschmitts 109 and five Heinkels 111.

One fighter pilot tells the story of a combat with a Heinkel 111 in four sentences: "We followed the Heinkel through several layers of cloud. I could see the pilot and navigator duck at each burst. Then the Heinkel's engine caught fire and stopped. The aircraft burst into flames on landing."

A.M. Bulletin No. 785.

28/5/40 - NO: 11.

RAIDERS PASSED.

The Air Ministry announces:-

The "raiders passed" signal was sounded in the East Kent area about half an hour after the air raid warning had been given.

AIR AFFAIRS.

28.5.40 No 12

His Highness the Maharaja of Nepal has informed His Majesty's Government and the Government of India that at this time, when he feels that the British Empire is temporarily in grave danger, though ultimately its victory over the powers of aggression is secure, he wishes to associate his country with the prayers offered on Sunday in all churches of the British Empire for victory to the Allies. His Highness has therefore, ordered that on Wednesday, May 29th worship shall take place in the temples of Nepal, praying for victory to the Allies.

(Nepal is an independent Hindu kingdom on the Himalayan frontiers of India. At the outbreak of war His Highness offered 8,000 of the Gurkha troops for service in India, an offer which was gratefully accepted.)

FOREIGN OFFICE NEWS DEPARTMENT

28/5/40 - NO. 13

CONTROL OF COASTGUARD

The Admiralty has made an order under Section 2 of the Coast Guard Act, 1925, transferring from the Ministry of Shipping to the Admiralty the management and control of His Majesty's Coast Guard. The Order came into operation on Tuesday, 28th May, 1940.

MINISTRY OF SHIPPING

28/5/40 - NO. 14

PRESS NOTICE

The Postmaster-General announces that firms working throughout the weekend on munition or aircraft production, can obtain letters on hand for them on Sunday mornings by calling for them at their local Post Office.

Special arrangements can also be made for accepting these firms' outward correspondence for posting on Sunday afternoons.

Application for either facility should be made to the local head postmaster.

GENERAL POST OFFICE

28th May, 1940

28/5/40 - No.15.

More Evacuated Children to be Transferred.

The Government have decided to remove evacuated children from areas, whether rural or urban, within approximately ten miles of the coasts of Suffolk, Essex and Kent, and part of Norfolk, and no more children will be evacuated to these areas.

This decision follows the removal of evacuated children ten days ago from certain urban areas on this part of the coast.

The children, who were evacuated from London districts and number about 8,000, will be moved to the Midlands and South Wales. The transfer will begin on Sunday - the same day on which, as already announced, evacuation will start from 18 towns on the East and South-East coasts.

Parents in these 18 towns are urgently reminded that registration of school children will close at 1 p.m. to-morrow (Wednesday). The towns involved are --

Great Yarmouth, Lowestoft, Felixstowe, Harwich, Clacton, Frinton and Walton, Southend, Margate, Ramsgate, Broadstairs, Sandwich, Dover, Deal, Folkestone, Chatham, Gillingham, Rochester and Sheerness.

Parents in these towns should register their children before 1 o'clock to-morrow at the school which the children usually attend.

MINISTRY OF HEALTH.

28/5/40 - No. 16.

NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF WEDNESDAY,
MAY 29. NOT TO BE ISSUED ON CLUB TAPES, OR BROADCAST
BEFORE 7 a.m. ON THAT DAY.

P R E S S N O T I C E

The Minister of Supply has appointed Sir Walter Layton, C.H., C.B.E., to be Director-General of Programmes in the Ministry of Supply, and to be a member of the Supply Council.

Sir Walter Layton was a member of the Munitions Council in the Ministry of Munitions during the last war.

MINISTRY OF SUPPLY.

Weekly No. 21.

IT IS REQUESTED THAT THIS SHOULD
NOT BE PUBLISHED BEFORE THE MORNING
OF FRIDAY, 31ST MAY, 1940.

AIR MINISTRY WEEKLY NEWS LETTER.

NOTE:

The information contained in this News Letter may be used by the Press without acknowledgment. If it is desired to refer to the Air Ministry as the source of the information, the expression "The Air Ministry announces:-" is NOT to be used.

C O N T E N T S.

PROGRESS OF THE AIR WAR.

GERMANS BOMB THEIR OWN BOMBER.

A GOOD AFTERNOON'S WORK.

SAVING LIVES - IN THEIR SPARE TIME.

FIGHTER PILOTS JUMP FOR IT

COMBAT DECLINED, WITH REGRET.

AIR FORCE NEWS IN BRIEF.

Press and Publicity Branch,
Air Ministry,
King Charles Street,
S.W.1.

31st May, 1940.

PROGRESS OF THE AIR WAR.

Outstanding events of the air war during the past week can best be shown by the following extracts from Air Ministry bulletins:

May 19th. "One patrol of five Hurricane aircraft shot down at least three and probably six German He,111's near Brussels. Between them four patrols destroyed not less than 14 enemy aircraft."

May 20th. "Reports so far received confirm that 30 enemy aircraft were destroyed by the R.A.F. yesterday and many others heavily damaged."

May 20th. "Objectives of an R.A.F. night raid included large oil storage tanks at Misburg—a few miles from the town of Hanover — and important roads and bridges behind the enemy's lines at Gembloux, Givet, Dinant and Namur."

May 20th. "Patrols of one R.A.F. group alone have brought down over 50 Heinkels, Dorniers, Junkers and Messerschmitts during Saturday and Sunday with less than half that number of casualties to themselves."

May 21st. "R.A.F. aircraft bombed the oil refinery and many of the tanks at Rotterdam."

May 22nd. "One R.A.F. pilot attacked 20 Heinkel bombers single handed yesterday evening."

May 22nd. "The R.A.F. carried out a series of widespread raids over an area extending from Rhenish Prussia and Southern Belgium".

May 23rd. "R.A.F. pilots continued their patrol of the skies over the battlefields of North France and Belgium. At the end of the day one group had shot down 27 enemy raiders. Another ten, riddled with machine gun bullets, were probably put out of action. During the week-end the same pilots destroyed at least 50 enemy aircraft."

May 23rd. "Enemy tank columns and motorised units were attacked and many direct hits made on them."

May 23rd. "At Geldern, a German town near the Dutch frontier, four heavy bombs from an R.A.F. aircraft scored direct hits on an ammunition train which immediately blew up."

May 24th. "A single R.A.F. patrol shot down eight Me.110 two-seater fighters, and probably fourteen in all, in addition to three German bombers."

May 24th. "At least 500 aircraft have been lost by the enemy in France and Belgium during the last week, making a total of over 1500 enemy aircraft lost since the invasion of the Low Countries."

May 24th. "While on patrol over the French coast this afternoon, eleven of our aircraft encountered a much larger force of the enemy. Without loss to themselves they attacked and shot down eleven Messerschmitts and seriously damaged three others."

May 25th. "R.A.F. again raided the oil storage tanks now in German hands at Rotterdam. Several bombs were dropped on the tanks, which were set on fire."

May 25th. "R.A.F. aircraft maintained continuous patrols over the battle areas and the coast of Northern France. The morning's reports indicated that they had already shot down or seriously damaged 12 enemy aircraft, with the loss of only one Hurricane."

May 25th. "R.A.F. pilots are putting out of action more than forty German raiders a day".

May 26th. "At least eight enemy fighters and two bombers are known to have been shot down."

GERMANS BOMB THEIR OWN BOMBER.

One R.A.F. Squadron in France is enjoying a hearty laugh as the result of a German raid. Enemy bombers attacked their aerodrome, dropped a few bombs and went off.

Later in the day, the German radio announced that a successful raid had been carried out, and made fantastic claims, as usual, to the effect that a vast number of machines had been

/destroyed

destroyed.

The truth is even more remarkable than the German propaganda. On the aerodrome was the gaunt skeleton of a dismantled German bomber that our fighters had shot down some time ago.

The raid totally demolished the German bomber.

A GOOD AFTERNOON'S WORK.

Two Fighter pilots were due to return to England, the other day, after a spell of service in France. They spent a profitable afternoon.

Pilot No.1. encountered a section of three Me.109 Fighters while out on patrol between tea and dinner. He shot down two, either shot down or disabled a third, and himself returned unscathed to his base.

"I got the first one," he said, "as he came at me head-on, and then half-rolled away. I put a burst into his belly and the Me. went down in flames. The other two then made attacks, climbed up, and headed for Germany in formation but I caught them and sent one of the two down in flames. The other had smoke and fuel pouring from him."

Pilot No.2. went out on a low strafing expedition along a road of which the enemy were suspected to be making heavy use.

"There were formations of troops, lorries, armoured cars, tanks and fuel supply vehicles," he said, "about every 20 yards as far as the eye could see. One field to the south of the road was completely full of vehicles and troops. I attacked all along the road."

During the whole of this time, Pilot No.2 was under heavy fire from pom-poms. But he still had some ammunition left, and decided to use it on the field - which he had not spotted until his second flight down the road. By this time, the neighbourhood of the road had become too unhealthy for an immediate return to be possible. He therefore flew off in the opposite direction, and took cover in the smoke clouds rising
/from

from an area which had been heavily bombed earlier in the day. Then he came back.

"All my ammunition," he said, "was expended in the last attack."

SAVING LIVES - IN THEIR SPARE TIME.

Life-saving is among the unexpected jobs successfully carried through by men of the R.A.F. Observer Corps who watch the skies for Nazi raiders.

Blasts on a ship's siren - three short...three long... three short - were heard one night during the winter by the men manning two Observer Corps posts on a lonely part of the Yorkshire coast. Five minutes later they saw a distress rocket flash across the black sky.

The coast watchers immediately reported this S.O.S. to their centre. Within a short time a life-boat was on its way to the rescue. It was found that a ship had struck a submerged wreck.

Once again, prompt action by the Observer Corps had helped to save lives at sea.

Just after midnight recently a post heard shouts coming from the sea. A few minutes later a man, nearly exhausted, was seen swimming. He was thrown a life-belt and hauled ashore.

He turned out to be a member of a ship's crew who had walked off a pier in the dark.

FIGHTER PILOTS JUMP FOR IT.

Two pilots from a famous British fighter squadron which has been playing havoc amongst Goering's bombers this week, saved their lives by quick jumps following even quicker thoughts.

The first, one of the squadron's two holders of the D.F.C., was approaching to make a landing in a badly shot-up aircraft when he realised that he was on fire.

Only 500 feet from the ground he scrambled quickly from the cockpit as the flames were beginning to envelop it. His parachute opened just in time. He hit the ground rather heavily /and

and injured his shoulder. He is now being treated in hospital and is recovering from his injuries, which include scorched hands and face.

The other pilot had an even narrower shave. He was coming down in an aircraft that had been damaged in a desperate air fight, and was in danger of catching fire.

"I didn't realise it was actually on fire", he said, "until I had landed. Then I jumped out of the cockpit and ran like a stag. I was about 50 yards away when the tank exploded."

COMBAT DECLINED, WITH REGRET.

Three pilots from a Fighter Squadron stationed in England saw an enemy raider and, regretfully, had to refuse a "dog-fight".

The C.O. of the Squadron, one that has scored great success against coastal raiders, and his two flight commanders were paying a visit to a squadron in France to discuss tactics. Just as they reached the French coast they saw, high overhead, a Heinkel being engaged by two French fighters.

The two flight commanders immediately signalled for permission to join in. The C.O. declined. For one thing they had only sufficient fuel to get them to their destination and, as he explained to his respectfully irate colleagues when they landed: "We are only visitors; we mustn't poach on other people's preserves".

In any case the French pilots successfully dealt with the German aircraft, which the British airmen saw go down in flames.

AIR FORCE NEWS IN BRIEF.

Still more men are wanted for the Balloon Barrage. Men of intelligence and good physique, between the ages of 30 and 45, will be trained in rigging, fabric work and winch driving - and taught to drive.

C.O.s of W.A.A.F. Units are instructed to ensure that the badges of airwomen's caps are fitted in a central position above the peak of the cap, the base of the Crown being in line /with

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with the upper edge of the mohair band.

An indication of the importance of Australia's contribution to the Empire's air effort is seen in the recent promotion of the Royal Australian Air Force Liaison officer with the R.A.F. - Group Captain F.H. McNamara, V.C., C.B.E., to air rank. He now becomes an Air Commodore.

Besides strengthening her own defences, Australia is making great progress with her share of the Dominion's Air Training Scheme - planned to produce 50,000 pilots and air crews a year when in full operation.

Australia has, in addition, a complete Squadron - serving with the Coastal Command of the R.A.F. in Britain.

28/5/40 - No.18.

PRESS NOTICE.

The Minister of Health and the Secretary of State for Scotland issue the following announcement to midwives.

It applies to all qualified midwives under 55 years of age who have done midwifery within the last ten years and who are not at present in full-time employment.

If you would be willing, if called upon, to accept a salaried residential post at short notice in a maternity home in a reception area in England or Wales, you should at once get into touch with the Central Midwives Board, 73, Great Peter Street, Westminster, S.W.1. (Tel. Abbey 2414).

Similar offers of service in Scotland should be made to the Central Midwives Board for Scotland, Royal College of Surgeons, 18 Nicholson Street, Edinburgh.

You should provide the following particulars:

Full name and address and telephone number, if any.

Age and experience, saying whether you are a general trained nurse.

Number of your Central Midwives Board certificate.

Counties in which you would be willing to work.

Length of notice you would need before taking up duty.

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MINISTRY OF HEALTH AND
DEPT. OF HEALTH FOR SCOTLAND.

28.5.40 No 21

NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF WEDNESDAY
MAY 29, 1940 NOT TO BE ISSUED ON CLUB TAPES, OR BROADCAST
BEFORE 7 a.m. ON THAT DAY

PRESS NOTICE

The Treasury have issued the Import Duties (Exemptions) (No. 3.) Order, 1940, which exempts from import duty for a period of one year certain aqueous dispersions of rubber used in the hermetic sealing of cans.

The Order comes into operation on Thursday, May 30, 1940, and is published by H.M. Stationery Office today as Statutory Rules and Orders, 1940, No 755.

TREASURY
S.W.

28/5/40 - No. 22

OFFICIAL ADMIRALTY COMMUNIQUE

The Secretary of the Admiralty regrets to announce the loss of H.M. Trawlers "Melbourne" (Lieutenant-Commander A.J.C. Pomeroy, R.N.V.R.) and "Cape Passaro" (Lieutenant-Commander M.B. Sherwood, R.N.) as a result of bombing attacks by enemy aircraft.

Four ratings from the "Cape Passaro" lost their lives and the next of kin have been informed. There were no casualties in the "Melbourne".

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ADMIRALTY.

AREAS TO BE EVACUATED.

The areas in the East Coast belt from which evacuated London children are to be moved on Sunday (see announcement number 15 today, May 28) are as follows:

Essex.

Colchester, Maldon, Brightlingsea Urban District, Burnham-on-Crouch U.D. Wivenhoe U.D. Lexden and Winstree Rural District, Maldon R.D. Rochford R.D. Tendring R.D. West Mersea U.D.

Kent.

Bridge Blean R.D. Dover R.D. East Ashford R.D. Eastry R.D. Elham R.D. Strood R.D. Swale R.D.

Norfolk.

Cromer U.D. North Walsham U.D. Sheringham U.D. Blofield and Flegg R.D. Erpington R.D. Loddon R.D. Smallburgh R.D.

Suffolk.

Aldeburgh, Beccles, Southwold, Halesworth U.D. Leiston cum Sizewell U.D. Saxmundham U.D. Blyth R.D. Deben R.D. Lothingland R.D. Samford R.D.

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MINISTRY OF HEALTH

28/5/40 - NO. 24

NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF WEDNESDAY, MAY 29TH, 1940
NOT TO BE ISSUED ON CLUB TAPES, OR BROADCAST BEFORE 7a.m. ON THAT DAY

BOMBS ON ALLIED HOSPITAL IN NORWAY
NURSING STAFFS COOLNESS
FROM "EYE-WITNESS" WITH THE ALLIED TROOPS IN NORWAY
SOMEWHERE IN NORWAY

During one of the very frequent air raids on the Allied bases in Norway, heavy bombs fell in the garden of a base hospital, and an extensive wooden frame building was completely wrecked.

While ceilings were falling, windows crashing and further salvoes of bombs bursting in the vicinity the Territorial sisters and orderlies, mostly from Liverpool, continued calmly to evacuate the patients to the shelters.

Among the patients were 36 wounded German airmen who were removed with the rest.

Miraculously enough, with the exception of those suffering from glass and splinter wounds, there was only one casualty - an orderly killed. Not one sister was hit.

So impressive was the behaviour of the staff that they earned the approbation of the general officer commanding.

MINISTRY OF INFORMATION

SAFETY OF ULSTER

HOME DEFENCE FORCE TO BE FORMED.

Plans for the local defence of Northern Ireland were announced by Lord Craigavon, the Prime Minister to-day (Tuesday) in the following statement:

"Arrangements have been completed with the military authorities under which the Royal Ulster Constabulary and the Ulster Special Constabulary have undertaken the duty of Home Defence in addition to their normal constabulary duties.

"An additional section of the Special Constabulary, to be called the Ulster Defence Volunteers, is also to be formed whose duties will be confined to Home Defence.

"The new section will consist of male British subjects resident in Northern Ireland who voluntarily undertake to serve therein without pay and are accepted for such service.

"Members will not be required (a) to give whole-time service; (b) to move away from their homes or (c) to enrol for a period except the period of the present emergency.

"Recruitment will be undertaken by the County Commandant of each County, who will make local arrangements for enrolment of volunteers through the Sub-Divisional Commandants."

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W.O.No.20.

The War Office,

London, S.W.1.

28th May, 1940.

MILITARY APPOINTMENT.

The War Office announces that His Majesty The King has been pleased to approve of the appointment of Major-General R.J. Collins, C.B., C.M.G., D.S.O., retired pay, as Colonel, The Royal Berkshire Regiment (Princess Charlotte of Wales's), with effect from the 6th April 1940, in succession to General Sir Felix F. Ready, G.B.E., K.C.B., C.S.I., C.M.G., D.S.O., retired pay, deceased.

W.O.No.19

The War Office,
London, S.W.1.
28th May, 1940.

MILITARY AWARD.

The War Office announces that His Majesty The King has been graciously pleased to approve of the undermentioned award for gallant and distinguished services in action in connection with recent operations:-

THE MILITARY MEDAL

No. 3446183 Lance-Corporal Jack Gallagher, The Lancashire Fusiliers.

On the night of the 13th/14th March, 1940, a section post in the British Sector was engaged by an enemy patrol. In the action one of our men who was on the point of throwing a grenade, struck the back of the post with hand and dragged the grenade from which the pin had been withdrawn. Lance-Corporal Gallagher and another soldier tried to find the grenade which had fallen into the muddy water underneath a duck board, ultimately, Lance-Corporal Gallagher felt the grenade with his foot and realising there was now no time to get the grenade out and throw it clear of the post, pushed his right foot through the duck board and pressed the grenade as deep into the mud as possible. The grenade went off and wounded Lance-Corporal Gallagher in the leg but this quick appreciation of the situation, presence of mind and personal bravery undoubtedly saved other men of the section from injury or death.

APPEAL FOR TRAINED NURSES.

Service casualties from France and Belgium are being received in increasing numbers in Emergency Medical Service hospitals, which must also be prepared for air raid casualties in this country.

The nursing staff of these hospitals is at present adequate but a much larger number of nurses is required in the immediate future. The Minister of Health and the Secretary of State for Scotland therefore appeal earnestly for all trained nurses who are not already nursing in hospitals or engaged in public health work or at first aid posts to come forward at once.

They are required for whole-time work in any hospital in Great Britain to which they may be sent.

The rate of pay is £90 a year for trained nurses, £55 for assistant nurses, plus board, lodging and laundry (charge sisters have an extra allowance).

Those who enrol now are guaranteed at least twelve months employment.

Applicants in London should write, telephone or come in person with full particulars of their qualifications, age, earliest date of availability and part of country in which, if possible, they prefer to serve, to the Ministry of Health, Romney House, Marsham Street, London, S.W.1. Telephone Abbey 2595.

In other parts of England and Wales they should apply to the Medical Officer of Health of their County, or County Borough, or if they prefer, to the Ministry at the address just given.

Applicants in Scotland should apply to the Civil Nursing Reserve, 40 Melville Street, Edinburgh 3.

Those who have already joined the Reserve but have not hitherto been able to offer whole-time service wherever they are sent, are asked to reconsider their decision and let their Medical Officer of Health, or in Scotland, the Civil Nursing Reserve, register them for this form of service now.

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MINISTRY OF HEALTH.
DEPARTMENT OF HEALTH FOR SCOTLAND.

28/5/40 - No. 30

PRESS NOTICE

The Minister of Labour and National Service wishes once more to urge upon all workers and particularly skilled workers desiring to help with urgent work, that they can best do so by reporting the fact with full particulars of their qualifications to the nearest Employment Exchange, and then remaining in their present jobs until they hear further from the Exchange. They should not throw up their present jobs until asked to do so by the Exchange.

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MINISTRY OF LABOUR AND NATIONAL SERVICE

28/5/40 - No. 31.

RECEPTION UNIT CANDIDATES.

The War Office announces that Reception Unit candidates for all arms of the service between the age of 18 and 19½ who wish to volunteer for the new Home Defence battalions: should report to the nearest recruiting centre so that they may be posted at once.

They must state that they are Reception Unit Candidates and have already been attested, and must produce their Army Forms E.531. The age limit must be strictly adhered to.

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WAR OFFICE, S.W.1.

28/5/40 - No. 32.

PRESS NOTICE

Mr. J.R. Hobhouse, M.C., who has been part time Deputy Commissioner North West Civil Defence Region, has resigned the appointment in order to devote his whole time to the shipping industry.

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HOME OFFICE.

28/5/40 - NO. 34

PRESS NOTICE

Lord Beaverbrook, Minister of Aircraft Production, announces that he has appointed Admiral Sir Edward Evans, K.C.B., D.S.O., LL.D., to take charge of the local protection and security of the organisation of all factories engaged on aeronautical work and the aerodromes attached to them.

Admiral Evans' headquarters will be at the Ministry of Aircraft Production, Millbank, S.W. 1., and he will at once be visiting various centres.

He has the full authority of the Ministry.

MINISTRY OF AIRCRAFT PRODUCTION

R. A. F. RELIEVE ENEMY PRESSURE.

The Air Ministry announces:--

R.A.F. fighters, bombers and reconnaissance aircraft have been doing their utmost to relieve enemy pressure on the Allied armies in the grim struggle now taking place in north-eastern France.

Yesterday (Mon) waves of R.A.F. medium bombers repeatedly attacked road and rail communications in the areas immediately behind the German armies.

Last night (Mon-Tues) heavy bombers attacked military objectives at Dusseldorf, Duisberg, Dortmund, Hamburg, Bremen and Cologne.

All our aircraft returned, one shooting down an enemy scout over Holland.

R.A.F. fighters carried out continuous patrols over north-eastern France today (Tues) under adverse weather conditions. Reports so far indicate that 22 of the enemy have been destroyed or damaged.

Yesterday morning (Mon) the aerodrome at Stavanger (Norway) was again bombed and aircraft on the aerodrome subjected to heavy machine-gun fire.

In the Narvik area, eight enemy aircraft have been destroyed or damaged by R.A.F. fighters.

From all these operations, thirteen of our aircraft have failed to return.

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AIR AFFAIRS.