

3.8.40 - No. 1.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE:

There was some enemy air activity during last night, and bombs were dropped in North East Scotland, the Midlands, South East England and the Bristol Channel area.

No substantial damage is reported, except from a town in the Bristol Channel area, where some bombs fell in a residential district, damaged a church, a school, and other buildings, and caused a few minor casualties.

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August 3rd, 1940

MINISTRY OF INFORMATION

NEWS BULLETIN NO. 57

COMFORTS FROM A SWAZILAND VILLAGE.

Gifts to provide comforts for the men of the Royal Navy and its auxiliary services continue to be received from all parts of the Empire.

Among recent gifts was a sum of £82 received by the Commodore of the Patrol Service Central Depot from the village of Hlatikulu in Swaziland. Hlatikulu is a small community of only about 14 families, most Afrikagans.

This is the third contribution received by the Commodore of the Patrol Service Central Depot from the ladies of South Africa, the total received being now upwards of £140. Admiralty, S.W.1. M.O.I. 1.

MR. ANTHONY EDEN VISITS SOUTHERN COMMAND - The War Office announces:

Mr. Anthony Eden, Secretary of State for War visited Army units in the Southern Command on Friday last. Units visited included battalions of infantry, officers' cadet training units, a motor training battery, a machine gun training unit and a field training regiment, Royal Artillery.

One rifle battalion was of particular interest to Mr. Eden, because it was a battalion of the King's Royal Rifle Corps, the regiment in which he served during the Great War -- 1914 -- 1918. War Office, S.W.1. M.O.I. 2.

GOLD COAST WAR CHARITIES FUND.

The Governor of the Gold Coast (Sir Arnold Hodson) has remitted to the Secretary of State for the Colonies the sum of £7133:9d:6d. being donations to the Gold Coast Fund for War Charities. In accordance with the wishes of the donors this sum has been allocated as follows:-

British Red Cross and Order of St. John Fund	..	£6,000
King George V Fund for Sailors	.. .. .	350
Personnel of Minesweepers and their Dependents	..	350
St. Dunstan's Fund (for War blinded)	.. .. .	305

and the balance to seven other funds of varying amounts.

Of the £6,000 allocated to the Red Cross, £713:11s:0d has been specifically contributed by the "Syrian and Lebanese Communities of Accra and Nsawan, Gold Coast" for the purchase and equipment of an ambulance for use in the war zone.

In regard to the third item of £350 for personnel of Minesweepers and their dependents, the Governor states that £201:2s:5d. of this sum was specially subscribed by members of the Gold Coast Regiment for this purpose.

Dominion and Colonial Offices.

M.O.I. 4.

"BY THEIR NAMES SHALL YE KNOW THEM".

COLONIES IN THE HEAT OF THE FIGHT.

The Colonies continue to multiply their lavish gifts to Britain's Air Force, rendering striking aid in the War. The Minister of Aircraft Production, Lord Beaverbrook, has sent the following cables to the Governors of various Colonies:

GRENADA: "Will you please convey to the people of Grenada my gratitude and admiration for the gift which they send us. The people of Britain, facing the outbreak of the battle, rejoice to know that the sympathy of Grenada is with them and that the island brings reinforcement to the squadrons which guard the skies. We shall carry out their instructions, building immediately a powerful modern fighter. And it will carry the name of Grenada into the heat of the fight."

NORTHERN RHODESIA: "I am deeply grateful for the gifts for aircraft which reach us from Northern Rhodesia. They mean much to our people in a grave hour and I would ask you to convey my thanks to the organisers and subscribers of the "Speed the Planes" funds and to the Mufuliera Mine Recreation Club for their generosity. Our faith in the institutions and liberties of the Empire is fortified by such testimonies of devotion and sympathy. It will be our duty now to build and equip powerful aircraft which will glorify the name of Northern Rhodesia in the battle."

BRITISH GUIANA: "The splendid gift which reaches us for the purchase of aircraft knits still closer the bonds of affection and comradeship between the peoples of British Guiana and Great Britain. Will you please convey our gratitude for a noble act of generosity. It is made in the hour of peril and will assuredly not be forgotten in the day of victory. We propose to devote the money to the purchase of bomber aircraft which will bear the name of the Colony in smashing attacks on the enemy's bases. Dominion and Colonial Offices. M.O.I. 4.



ROYAL AIR FORCE AWARDS NO.86.

The King has been graciously pleased to approved the undermentioned awards in recognition of gallantry displayed in flying operations against the enemy.

Awarded the Distinguished Flying Cross.

Flying Officer Neville WILLIAMS, Royal New Zealand Air Force.  
Pilot Officer Angus ROBSON  
Pilot Officer William Frank TUDHOPE.

Awarded the Distinguished Flying Medal.

551385 Sergeant Wallace STOCKPORT.  
581261 Sergeant Lewis Smith BELTON.  
565152 Sergeant Sidney Ben FULLER.  
551854 Sergeant Albert Corsuch GOULDER.  
626213 Sergeant Lewis Alan WHITE.

Flying Officer Williams was captain of an aircraft which was attacked by three enemy aircraft while returning from the Ruhr in July, 1940. One and possibly two of the enemy were shot down and the third driven off. Although his aircraft was riddled with bullets Flying Officer Williams successfully brought it back to its base. He has taken part in 21 attacks on Germany and occupied countries since the beginning of the year and has displayed coolness, courage and real leadership.

Pilot Officer Robson showed conspicuous courage when carrying out a bombing attack on warships at Wilhelmshaven in July. Undeterred by terrific enemy gunfire he swept down to 20 feet above the buildings, crossed the harbour and pressed home his attack on an enemy warship.

Pilot Officer Tudhope was captain of an aircraft which was badly hit by a high explosive shell during an attack on enemy warships at Wilhelmshaven in July. In spite of this a second attack was attempted. The engine was badly damaged but the aircraft was brought safely home.

Sergeant Stockport was wireless operator air gunner in Pilot Officer Robson's aircraft at Wilhelmshaven and fired continuously at the enemy defences.

Sergeant Belton was navigator and bomb aimer in Pilot Officer Tudhope's aircraft. He continued his duties with great coolness and courage after his cabin had been riddled with holes and enabled the Pilot Officer to bring the aircraft home.

Sergeant Fuller and Sergeant Goulder were captain and wireless operator air gunner of an aircraft engaged in the attack on warships at Wilhelmshaven. The attack was delivered from a few feet above the docks. These airmen have invariably shown conspicuous courage and devotion to duty.

Sergeant White showed a high degree of skill, clear thinking and quick judgment as rear gunner of an aircraft attacked by three enemy aircraft over the aerodrome at Wessel in July. Two of the enemy were sent down out of control and the third flew away.



NOTES ON CAREERS.

Flying Officer Williams was born at Hamilton, New Zealand in 1915. He was educated at the Central School New Plymouth, New Zealand and New Plymouth Boys High School. He was granted a commission in the Royal Air Force in 1937 and transferred to the Royal New Zealand Air Force in 1939. His mother lives at Auckland, New Zealand.

Pilot Officer Robson was born at Woolakra, New South Wales in 1915. He was educated at Woolakra Public School and Sydney Technical College. He received a commission in the Royal Air Force in 1938. His father lives at Woolakra.

Pilot Officer Tudhope was born at Johannesburg in 1919. He was educated at Neplan High School, Ontario, and Ryde School, Isle of Wight. He joined the Royal Air Force in 1938 and was graded Pilot Officer the following year. His father lives at Montreal.

Sergeant Stockport was born at Newcastle on Tyne in 1920. He was formerly a blacksmith and joined the Royal Air Force as boy entrant in 1937. His father lives at Durham.

Sergeant Belton was born at Chelmsford, Essex in 1919. He was formerly a farm worker. He joined the Royal Air Force in 1939. His father lives at Southend.

Sergeant Fuller was born at Chiswick. He is 25 years old. He joined the Royal Air Force in 1931, as a boy apprentice. His father lives at Sheerness.

Sergeant Goulder was born at Southport in 1921. He joined the Royal Air Force in 1937. He was formerly a laboratory assistant. His father lives at Southport.

Sergeant White was born at Derby in 1920 and joined the Royal Air Force as wireless operator in 1938. He was formerly a core maker. His father lives at Derby.

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

3rd August, 1940.



## AUSTRALIA'S EFFORT

All creeds and trades will have soldiers there - give every  
 class its due -  
 And there'll be many a clerk to spare for the pride of the  
 jackeroo.  
 They'll fight for honour and fight for love, and a few will  
 fight for gold,  
 For the devil below and God above, as our fathers fought of  
 old;  
 And some half-blind with exultant tear, and some stiff-  
 lipped, stern-eyed,  
 For the pride of a thousand after years and the old eternal  
 pride.

.....

Thus Henry Lawson, an Australian poet who understood his fellow-countrymen.

The verse quoted was written before the Great War, and its last line was prophetic of the Prime Minister's noble sentence that if our Empire endured for a thousand years, the present might be looked back upon as our highest hour.

And it is of these people - these Australians - of whom Germany has the effrontery to declare that their recruiting effort is slackening.

It is no slacker than the Australian attack on the Prussian Guards - the famous "Cockchafers" - at Bullecourt in the last war. When the Germans are ready to receive such headlong guests again, Australia will be more than ready to pay the visit.

An instance of Australian eagerness is supplied by the flight round the Australian continent of Mr. Fairbairn, the Minister for Air, to allay the impatience of 2,000 R.A.A.F. recruits who have not yet been called up.

The temper of the Air Force is that of all other arms. As the result of a call-up on the last day of July, over 70,000 additional Australians will go into military training.

There are already 120,000 men in camp, and the total number of men under arms in the Australian Imperial Force and the Home Defence Forces on June 30 was 185,000, adding force to the declaration of the Government that the defences of the Commonwealth are the strongest in history.

An ambitious extension of the manufacture of munitions and war equipment is to be considered by the Cabinet, and under it all annexes to Government factories, engineering firms, and one-man enterprises will be pressed into service.

Papua and the Mandated Territory of New Guinea are now included, as the Eighth Military District, in the Australian defence system. As to air training, Australia is now ahead of the Ottawa programme.

Though the forces abroad will be kept up to full strength, there will be no falling off in the provision of requirements for Home Defence, which will eventually absorb 250,000 men. Already camp accommodation is overtaxed.

The voluntary recruiting of 80,000 men for the Australian Imperial Force was completed some time ago, and the insignia of the slouch hat with the upturned brim is again a token of Australia's presence in England and in Palestine.

Australia's naval personnel is 12,000, and the exploit of the Sydney in sinking the Bartolomeo Colleone, of the Italian Navy, is still in the public memory.

Despite the superior speed of the Italian, the Sydney, holding her fire until every shot should tell, went in grimly against her like a man swimming with a knife between his teeth, and scuppered her, arousing the admiring comment in Australia, "A warship with Australian sailors and Italian stokers would be invincible."

The first Australian Imperial Force was the springboard from which the present one took its leap. To the older army the younger one owes its sense of tradition, its invaluable stiffening of old soldiers of the best type, and, to no small extent, its determination to exemplify as did its predecessors "the old eternal pride."



There is a brigadier in Palestine who left Australia as a private in 1914. There are those among "the young entry" who are competent to emulate him. As for the rest, they will play as competently once more the role that those who preceded them as Light Horsemen played in the same arena under Lord Allenby.

What use of Light Horse units will be made in the present war it is premature to prophesy; but the material will be available. The restrictions on petrol, which of late have led to the return to favour of the horse in the outback districts, may have an effect in this direction.

Where motor-trucks, motor-cars, and motor-cycles were being used, horse transport and horse traction are beginning to resume their traditional sway, and Australia of a score of years ago will return. Its men, however, have not altered whether on horseback or afoot; they will go to the front even if they have to swim.

A reservoir will again be created of as serviceable light horsemen as any in the world; such men as, scorning military convention, charged the trenches full of Turks armed with rifles and bayonets at Beersheba in the last war, and absolutely startled them into surrender.

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#### DOMINIONS AND COLONIAL OFFICES.



3/8/40 - No. 4.

AUSTRALIAN REINFORCEMENTS

Two drafts of Australian reinforcements for the Second Australian Imperial Force arrived in England during the past few days. They left the Commonwealth during the latter half of June.

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DOMINIONS AND COLONIAL OFFICES PRESS SECTION.



NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF  
TUESDAY AUGUST 6 NOT TO BE ISSUED ON CLUB TAPES,  
OR BROADCAST BEFORE 7 A.M. ON TUESDAY AUGUST 6.

OFFICIAL ADMIRALTY COMMUNIQUE

The Secretary of the Admiralty regrets to announce the following casualties sustained  
in H.M.S BOREAS during the air attack announced on 26th July 1940.

OFFICERS

DIED OF WOUNDS.

Sub-Lieutenant Oliver J. Pemberton, R.N.V.R.

WOUNDED

Temporary Surgeon Lieutenant John F. Buchan, R.N.V.R.

Midshipman Roland B. Mann, R.N.R.

RATINGS

KILLED.

ASHMAN, Rupert C.	Chief Petty Officer.	P/J. 60614.
BICKER, Arthur L.	Leading Seaman	P/JX. 137997.
CAMPBELL, W.C.	Stoker 2nd Class.	P/KX. 105646.
FLAXMAN, Alfred A.	Able Seaman (Pensioner)	P/J. 36379.
FOUNTAIN, Charles J.	Stoker, R.F.R.	P/K. 60572.
HALL, Ivan	Ordinary Seaman.	P/SSX. 30654.
LILLEY, Harold J.	Telegraphist. R.N.V. (W) R.	P/WRX. 889.
MACLENNON, John.	Seaman, R.N.R.	6930C.
MITCHELL, Angus.	Seaman, R.N.R.	X. 9478 B.
POINTER, Aubrey.	Able Seaman.	P/JX. 142833.
POTTER, Albert.	Able Seaman	P/JX. 132843.
READ, Alfred N.A.	Stoker Petty Officer.	P/K. 66473.
ROSE, William J.	Telegraphist R.N.V. (W) R.	P/WRX. 463.
TREAGUS, Albert C.	Able Seaman.	P/JX. 136927.
TROTT, George C.	Able Seaman, R.F.R.	P/JX. 135708.
WRAY, G.G.	Able Seaman.	P/JX. 140654.

DIED OF WOUNDS

JOHNSON, Cecil.	Signalman, R.N.V.R.	LD9/X. 2652.
JONES, Albert E.	Supply Assistant.	P/MX. 65992.
LAMBDEN, Bertram T.	Acting Chief Petty Officer.	P/J. 115355.
TURNER, Thomas V.	Ordinary Seaman.	P/SSX. 31051.

WOUNDED.

BERESFORD, W.	Telegraphist.	P/JX. 140150.
BLINKINSOP, Edward.	Ordinary Seaman.	P/JX. 186975.
COWGILL, Ralph F.	Ordinary Seaman.	P/JX. 183952.
CURTIS, Edgar W.	Leading Seaman.	P/JX. 134083.
EAST, Ernest J.	Ordinary Seaman.	P/JX. 165395.
GLOVER, Arthur W.	Stoker 1st Class	P/K. 22949.
GOODWIN, Thomas H.	Ordinary Seaman, R.N.V.R.	CDX. 2489.
GREEN, Harold F.	Electrical Artificer, 2nd Class.	P/MX. 46277.
HALL, Charles C.	Petty Officer (Pensioner)	232874.
HOULDER, Harry C.	Leading Telegraphist.	P/JX. 145764.
MCKENZIE, Colin.	Ordinary Seaman, R.N.V.R.	CDX. 2892.
MACLEOD, Angus.	Seaman, R.N.R.	X. 19830A.



ORMAN, Albert V.  
PAINE, Peter E.  
PENFOLD, James W.  
PIRIE, Francis  
SANDYS, Francis  
STEVENS, Edward A.  
TOWNER, George E.  
WALLER, Charles  
WALLSLEY, Basil  
WATERMAN, Wilfred G.

N.A.A.F.I. STAFF

Wounded

PRESCOTT, J.

Able Seaman  
Stoker 1st Class  
Able Seaman, R.F.R.  
Ordinary Signaller, R.N.V.R.  
Stoker Petty Officer  
Stoker 2nd Class  
Able Seaman  
Stoker 1st Class  
Signaller  
Ordnance Artificer 3rd Class

P/J.91013  
P/KX.96866  
P/J.44369  
CDX.2571  
P/KX.88061  
P/KX. 103819  
P/J.102699  
P/SS.121321  
P/JX.145974  
P/MX.47996

Canteen Manager

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3/8/40 - No. 6.

PRESS NOTICE

The following signal has been sent by the First Lord of the Admiralty and the First Sea Lord to the master of S.S. HIGHLANDER which shot down one German aircraft into the sea and arrived in port yesterday with the wreckage of another on her poop:-

"We are delighted to hear of your spirited and successful engagement, which resulted in the destruction of two enemy aircraft. We send our warmest congratulations to you and all officers and men concerned."

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ADMIRALTY.



3/8/40 - NO. 7

The War Office announces:-

The question of issuing an Official Tie is now under consideration by the Home Guard authorities. Statements to the effect that such a Tie has already been designed and approved are unauthorized and incorrect.

WAR OFFICE



Press Notice: for publication morning papers, August 4, 1940.

SALVAGE IN WHITEHALL.

Whitehall is to take its share in the new salvage campaign.

A new Inter-departmental Committee has been set up to secure greater liaison between the salvage activities of the Ministry of Supply, which is responsible for the campaign, and other Services and Departments.

Mr. R.C. Morrison, M.P. is to be chairman of the new Committee, on which will be represented: the Admiralty, the War Office, the Air Ministry, the Scottish Office, the Ministry of Health, the Ministry of Supply, the Ministry of Agriculture, the Ministry of Food, the Ministry of Aircraft Production, and the Messing By-products Advisory Committee.

In proposing the setting up of the Committee Mr. Herbert Morrison, Minister of Supply, has considered recommendations made by the Committee of Women M.P.s advising him on salvage and by the Select Committee on National Expenditure.

As a basis for the Committee's terms of reference, Mr. Herbert Morrison has suggested that among other activities it should

exchange information on salvage work and methods of Departments concerned;

recommend new action when desirable;

circulate data concerning available materials, outlets and prices; and

complete returns of salvage disposed of.

The Chairman will have the right of access to Ministers if he considers that no, or insufficient, effect is being given by a Department to recommendations made by the Committee.

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NOTE FOR INFORMATION.

Mr. R.C. Morrison, is Labour M.P. for Tottenham, N.

Tottenham Borough Council has a modern and most efficient salvage service. It collects bones (to make soap and glycerine), tins and scrap (to make munitions), newspapers (to make cartridge wads), kitchen waste (to make pig food).

This week end the Council is putting in a new plant for processing pig food which will treble its capacity to deal with kitchen waste.

The Cleansing Department's employees themselves keep 100 pigs. The Department will now be able to process 150 tons of pig food weekly - enough to keep 6,000 pigs fed each week.

Ministry of Supply,  
Press Office,  
Adelphi, W.C.2.  
3rd August, 1940.



ORDINARY NEWS.

A.M. BULLETIN NO. 1280.

ROYAL AIR FORCE AWARDS NO. 94.

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

Awarded the Distinguished Flying Cross.

Squadron Leader John Ralph Alexander PEEL. This officer's outstanding quality as a leader, has raised the flying standard and morale of his squadron to the highest pitch, and in recent actions he has destroyed at least two enemy aircraft. On one occasion, although his aircraft had been badly damaged in action, he followed and shot down a Dornier 17 twenty five miles from the coast and eventually had to abandon his own aircraft over the sea. He was picked up by a life boat when on the verge of losing consciousness, but was again leading his squadron the next morning.

Acting Flight Lieutenant John ELLIS. This officer was employed on offensive patrols over Dunkirk during the evacuation of the British Expeditionary Force and led his flight with great courage. On two occasions, whilst deputising for his Commanding Officer, he led a patrol of four squadrons and displayed great initiative and leadership. During these patrols Flight Lieutenant Ellis destroyed two enemy aircraft. Later, whilst engaged on home defence duties, he shot down one enemy bomber. Recently, whilst leading the Squadron, he destroyed two enemy aircraft and on the following day shot down a further three of eight enemy aircraft destroyed by his squadron. Flight Lieutenant Ellis has displayed courage and leadership of a high order.

Flying Officer Alastair John Oswald JEFFREY - now reported missing. This officer has displayed gallantry and skill in engagements against the enemy. He destroyed three enemy aircraft in air combat, and on two occasions carried out attacks on enemy bases, destroying at least four aircraft on the ground.

NOTES ON CAREERS.

Squadron Leader Peel was born at Boscombe, Hants, in 1911 and was educated at Clifton College. He was granted a commission in 1932 after two years at the R.A.F. College, Cranwell as a Cadet. He was promoted Flying Officer in 1934, Flight Lieutenant in 1936 and Squadron Leader in 1939. His home is at Petworth, Sussex.

Acting Flight Lieutenant Ellis is 23 and was born at Deal. He was educated at the Sutton Valance School near Maidstone and entered the Royal Air Force in 1936 as a Pupil Pilot. He was granted a short service commission in the same year and was promoted to Flying Officer in 1938. His home is at Oxford.

Flying Officer Jeffrey was born at Mussoorie, India, in 1918 and was educated at Merchiston Castle, Colinton, Edinburgh and the Edinburgh Academy. He entered the Royal Air Force as a pupil pilot in 1937 and was granted a commission in the same year. He was recently posted as missing.

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

3rd August, 1940.



NOT TO BE PUBLISHED IN ANY COUNTRY BEFORE THE  
MORNING NEWSPAPERS OF TUESDAY, 6TH AUGUST, 1940,  
OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

AIR MINISTRY CASUALTY COMMUNIQUE NO. 41.

ROYAL AIR FORCE.

The Air Ministry regrets to announce the following casualties on various dates. The next of kin have been informed.

KILLED IN ACTION.  
(WHILE FLYING IN OPERATIONS AGAINST THE ENEMY).

AHERNE	625621	Aircraftman 2nd Class, P.
ALLEN	70008	Pilot Officer, J.L., D.F.C.
APPLEBY	42975	Pilot Officer, W.
BIRD	41543	Pilot Officer, C.A.
BUCK	742235	Sergeant, J.A.
DONALD	33306	Acting Flight Lieutenant, I.D.G.
FINNIE	79158	Pilot Officer, A.
FLEMING	41277	Pilot Officer, J.T.T.
GOUT	41919	Pilot Officer, G.K.
HEWITT	76579	Pilot Officer, D.A.
KEEBLE	37186	Flight Lieutenant, P.G.
OSBORNE	40741	Pilot Officer, R.P.J.
PRICE	37985	Flight Lieutenant, C.D.W.
ROYLE	518687	Corporal, W.C.
SMITH	90337	Squadron Leader, A.T.
STERLING	77981	Pilot Officer, R.C.
WEBBER	537543	Leading Aircraftman, K.E.
WINSHIP	540854	Leading Aircraftman, M.H.

PREVIOUSLY REPORTED "MISSING BELIEVED KILLED" NOW PRESUMED  
"KILLED IN ACTION".

BARKER	580937	Sergeant, T.R.
HINDER	551612	Leading Aircraftman, R.H.
HUDSON	524576	Leading Aircraftman, C.F.
PEACOCK	562854	Sergeant, R.J.
ROWSON	550760	Leading Aircraftman, D.M.

PREVIOUSLY REPORTED "MISSING" NOW PRESUMED  
"KILLED IN ACTION".

APPLEBY	34227	Flight Lieutenant, T.G.W.
BARSTOW	550716	Leading Aircraftman, J.A.
HUE-WILLIAMS	29210	Acting Squadron Leader, I.V.
LOWE	540706	Leading Aircraftman, E.
MCCRACKEN	36157	Pilot Officer, W.G.
MITCHELL	580376	Sergeant, S.R.
NORRIS	580831	Acting Sergeant, AR.

PREVIOUSLY REPORTED "MISSING" NOW REPORTED  
"KILLED IN ACTION".

DILLON	41991	Pilot Officer, A.M.
GORDON	43157	Pilot Officer, J.H.
GRIERSON	516360	Sergeant, J.J.
HUDSON	581225	Sergeant, G.H.



PREVIOUSLY REPORTED "MISSING" NOW REPORTED  
"KILLED IN ACTION" (Cont'd).

KERR	581286	Sergeant, L.L.
MITCHELL	90484	Pilot Officer, G.T.M.
NEEDHAM	742691	Sergeant, J.W.
PAUL	581002	Sergeant, J.W.
ROWAN	36133	Flying Officer, P.J.H.
WALES	41968	Pilot Officer, A.R.
WATTS	569073	Leading Aircraftman, C.G.

WOUNDED OR INJURED IN ACTION

BENTLEY	33220	Flight Lieutenant, A.M.
COLLETT	745500	Sergeant, G.R.
DAW	41561	Pilot Officer, V.G., D.F.C.
DEANESLY	90251	Flying Officer, E.C.
GALLEWSKI	637611	Sergeant, M.M.
KIRTON	41771	Pilot Officer, J.H.
LOWE	580967	Sergeant, G.J.
MANTON	32050	Squadron Leader, G.A.L.
NICHOLAS	39257	Flying Officer, P.A.
TAYLOR	37578	Squadron Leader, R.G.
TAYLOR	77692	Pilot Officer, R.M.

DIED OF WOUNDS OR INJURIES RECEIVED  
IN ACTION

LEACH	77944	Pilot Officer, P.A.
McVEIGH	745740	Acting Sergeant, R.A.
PARKINSON	741376	Sergeant, C.
WALKER	76457	Pilot Officer, W.

PREVIOUSLY REPORTED "WOUNDED OR INJURED IN ACTION"  
NOW REPORTED  
"DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION".

JONES	561183	Sergeant, T.
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MISSING BELIEVED KILLED IN ACTION

CAMERON	36237	Pilot Officer, E.C.J.
CLARK	566218	Corporal, J.
CORCORAN	519958	Sergeant, H.
COWLISHAW	590842	Sergeant, J.G.
CROSSLAND	522035	Leading Aircraftman, W.
CUMMING	743076	Sergeant, G.M.
DE MANCHA	80546	Pilot Officer, R.A.
GREGORY	37598	Acting Flight Lieutenant, L.F.
GRUNDY	42306	Pilot Officer, T.A.
HAMLYN	581386	Sergeant, W.A.
HEATH-BROWN	42344	Pilot Officer, J.A.
KEMP	550575	Corporal, V.A.
LINDSEY	41036	Pilot Officer, P.C.
LOCKTON	740005	Sergeant, E.E.
MORTON	642718	Sergeant, J.
MURRAY	540176	Sergeant, T.
STYLE	521075	Sergeant, W.C.H.
SYLVESTER	90556	Pilot Officer, E.J.H.
WILLIAMS	638749	Sergeant, E.
WILLANS	567878	Aircraftman 1st Class, F.C.



MISSING.

ADAMS	741918	Sergeant, D.A.
ATKINS	903401	Sergeant, F.P.J.
AVERY	581257	Sergeant, A.
BAMBER	42375	Pilot Officer, H.C.M.
BEALE	564828	Sergeant, R.C.
BENNETT	649294	Sergeant, B.M.
BENNETT	570382	Aircraftman 1st Class, L.C.
BLOOR	633207	Sergeant, G.E.
BOWMAN	77927	Pilot Officer, J.C.
BURTON	580867	Sergeant, M.H.
CAIN	542628	Sergeant, D.D.
CALDWELL	626021	Sergeant, J.P.
CANDLISH	533257	Sergeant, J.W.
CARNEGIE	77350	Pilot Officer, D.S.
CARTER	534454	Corporal, D.B.
CARTWRIGHT	8823	Corporal, A.L.
CLARKE	518910	Leading Aircraftman, S.
COCKBURN	638760	Sergeant, A.McN.
COCKING	542816	Corporal, N.
CONKIE	534598	Corporal, R.
COTTON	742495	Sergeant, E.A.
COWELL	628277	Sergeant, W.R.
COWSILL	741936	Sergeant, J.R.
CROMBIE	903506	Sergeant, R.
CURLEY	747968	Sergeant, A.G.
CURRY	37006	Flight Lieutenant, S.E.F.
CURRY	551339	Sergeant, S.W.
DINGLE	581277	Sergeant, B.N.
DIXON	610629	Leading Aircraftman, D.P.
DODD	746988	Acting Sergeant, E.L.
DOOLIN	640566	Aircraftman 2nd Class, E.P.
DUCKER	70191	Flying Officer, F.E.R.
EASTON	640007	Sergeant, J.K.
EDWARDS	39784	Acting Flight Lieutenant, D.H.
ELSDON	743044	Sergeant, H.D.B.
EVANS	552163	Sergeant, A.
EXTON	640689	Sergeant, G.E.
FARROW	511965	Sergeant, A.E.
FRAME	535408	Leading Aircraftman, D.J.
FRANCE	580739	Sergeant, E.B.H.
GILES	581092	Sergeant, A.J.
GOTT	522865	Sergeant, M.
GOW	532923	Leading Aircraftman, D.
GRIMSON	631689	Sergeant, G.J.W.
HAMILTON	78543	Pilot Officer, A.C.
HARGROVES	07128	Wing Commander, J.H.
HARRIS	534211	Sergeant, A.J.
HAWORTH	39734	Flying Officer, J.F.J.
HAY-DRUMMOND-HAY	90321	Flying Officer, P.
HEYWARD	742062	Sergeant, C.C.
HILL	550068	Sergeant, C.G.
HILL	633167	Sergeant, E.
HOSSACK	33568	Pilot Officer, I.M.
HOWLEY	41705	Pilot Officer, R.A.
HUNTER	628333	Sergeant, J.A.
JACKSON	42840	Pilot Officer, A.K.
JONES	565170	Sergeant, J.B.
KEETLEY	747771	Sergeant, D.A.
KEMP	41850	Pilot Officer, J.R.
KIDSON	41297	Pilot Officer, R.
KINGSHOTT	751190	Sergeant, R.V.
KIRKBRIDE	566117	Sergeant, S.C.



MISSING (Cont.)

LAMONT	523170	Sergeant, A.W.
LEAMY	569067	Sergeant, E.D.
LEES	78545	Pilot Officer, H.F.A.
LEWIS	636576	Sergeant, R.N.
LILLIE	538981	Corporal, W.G., D.F.M.
LITCHFIELD	76461	Pilot Officer, P.
LIVERMORE	550254	Sergeant, R.M.
MACAULEY	629386	Aircraftman 1st Class, A.
MCCRORIE	615273	Sergeant, W.
MACDONALD	42067	Pilot Officer, G.E.
MACKINNON	745928	Sergeant, D.D.
MAHON	635470	Sergeant, B.J.
MAHONEY	39237	Flying Officer, J.E.
MIDDLETON	551824	Sergeant, D.
MIDDLETON	39105	Acting Flight Lieutenant, D.D.
MILLER	551536	Sergeant, R.T.
MONKHOUSE	580343	Sergeant, V.C.
MONYPENNY	29098	Squadron Leader, J.B.S.
MORRISON	43204	Pilot Officer, V.C.R.
MUIRHEAD	42632	Pilot Officer, G.H.
NELSON	516778	Sergeant, F.
NIXON	580671	Sergeant, P.D.
O' HENEY	643564	Sergeant, W.P.
OVENS	550833	Sergeant, E.W.
PANTON	33331	Flying Officer, A.D.
PARIEZER	42076	Pilot Officer, R.T.
PATTERSON	77529	Pilot Officer, R.L.
PEEL	90199	Flying Officer, C.D.
PHILLIPS	37827	Acting Flight Lieutenant, F. D.F.C.
PHILLIPS	567099	Sergeant, F.H.E.
POSENER	41735	Pilot Officer, F.H.
PRENDERGRAST	620735	Sergeant, J.N.
READ	580828	Sergeant, C.E.
REDFERN	644120	Aircraftman 2nd Class, L.
REID	746818	Sergeant, G.
RIGBY	42149	Pilot Officer, R.H.
ROSE	631369	Sergeant, C.
SELWYN	39575	Pilot Officer, H.M.
SLATTER	524342	Sergeant, D.M.
SMITH	366413	Sergeant, E.W.
SMITH	563381	Sergeant, G.B.
SMITH	42901	Pilot Officer, J.D.
SMITH	566173	Leading Aircraftman, W.B.
SNEYD	935024	Aircraftman 2nd Class, E.
STEELE	751178	Sergeant, R.A.
STEPHENS	32024	Squadron Leader, J.F.
STRIDE	546871	Sergeant, L.H.
SULTER	617486	Sergeant, J.
TAGG	42541	Pilot Officer, M.R.
TANNER	625471	Aircraftman 1st Class, G.E.
TANSLEY	633130	Sergeant, J.
TAYLOR	529188	Leading Aircraftman, J.G.
THOMAS	40031	Flying Officer, C.R.D.
TRICKEY	635359	Leading Aircraftman, T.P.J.
TUCKER	552711	Sergeant, R.Y.
TURRELL	531188	Leading Aircraftman, K.P.
TUTT	506095	Sergeant, H.J.F.
WALKER	755305	Sergeant, L.A.N.
WALTHO	633350	Sergeant, F.S.
WATSON	580743	Sergeant, F.
WATSON	74345	Pilot Officer, P.G.A.



MISSING (CONT.)

WAY	33402	Acting Flight Lieutenant B.H.
WEST	533941	Sergeant J.V.
WHITE	967530	Aircraftman 1st Class J.A. McL.G.
WINBERG	755989	Sergeant I.
WINCH	640278	Sergeant F.J.B.
WRIGHT	580504	Sergeant G.A.
WYLIE	541172	Sergeant W.

MISSING BELIEVED KILLED ON ACTIVE SERVICE

BRAY	940071	Aircraftman 2nd Class E.J.
SMITH	654382	Aircraftman 1st Class H.V.

KILLED ON ACTIVE SERVICE

ABERY	904333	Sergeant E.S.
ASHTON	42552	Pilot Officer J.B.
BEALE	804328	Sergeant J.A.
BELL	77775	Pilot Officer E.W.
BENNETT	742843	Sergeant D.
BICKERDYKE	36266	Pilot Officer J.L.
COOPER-KEY	40802	Pilot Officer A.M.
CRUSH	43097	Pilot Officer P.A.
DAVIES	541173	Sergeant W.
FLOYD	362380	Corporal S.E.
FURSE	70233	Flying Officer C.W.
HAMAR	70898	Pilot Officer J.R.
HUGHES	39084	Flight Lieutenant F.N.
JONES	42679	Pilot Officer A.B.
KIRKLAND	754436	Sergeant B.C.
LODGE	77308	Pilot Officer S.P.
OSGOOD	758217	Sergeant E.E.H.
OSGOOD	742599	Sergeant R.A.
POWNING	42321	Pilot Officer R.J.R.
SMITH	81045	Pilot Officer R.A.D.
WANKLYN	41760	Pilot Officer P.R.B.
WEBSTER	749541	Sergeant K.O.
WOODWORTH	741304	Sergeant D.H.

PREVIOUSLY REPORTED "MISSING BELIEVED KILLED"  
NOW PRESUMED "KILLED ON ACTIVE SERVICE".

CYSTER	751792	Leading Aircraftman K.J.
DALTON	41524	Pilot Officer J.P.
PATTERSON	523326	Leading Aircraftman G.W.
WILLIAMS	42172	Pilot Officer D.R.



PREVIOUSLY REPORTED "MISSING BELIEVED KILLED"  
NOW REPORTED "KILLED ON ACTIVE SERVICE".

SOUTH                      643394                      Aircraftman 2nd Class R.

WOUNDED OR INJURED ON ACTIVE SERVICE.

ALEXANDER+	741120	Sergeant F.
BISGOOD	41896	Pilot Officer D.L.
BOND	41148	Pilot Officer D.E.
BURFIELD	33508	Pilot Officer C.M.
CAPIES	741013	Sergeant R.B.
CHANNELL	749779	Leading Aircraftman R.P.
COOPER	901853	Leading Aircraftman N.A.
COOPER	42301	Pilot Officer S.G.
DOWNER	80820	Pilot Officer A.R.
EDGAR	741642	Sergeant D.D.S.
GALLAGHER	626774	Aircraftman 1st Class W.C.
GARRATT	1160701	Aircraftman 2nd Class A.H.
GRAY	72081	Pilot Officer R.
JONES	865527	Leading Aircraftman R.H.
LEAN	590910	Corporal D.P.J.
MEADOWCROFT	947860	Aircraftman 2nd Class J.H.
SHARP	333413	Warrant Officer H.T.
WALKER	533583	Leading Aircraftman J.L.

DIED ON ACTIVE SERVICE.

BARNES	517879	Corporal G.W.
BENNETT	926312	Aircraftman 2nd Class R.W.
CATCHPOLE	754642	Sergeant J.E.
CLARK	1163223	Aircraftman 2nd Class C.E.
DARBY	1350820	Aircraftman 2nd Class N.W.
FLETCHER	48924	Aircraftman 1st Class F.S.R.
GARNER	751876	Leading Aircraftman R.
GODWIN	1157569	Aircraftman 2nd Class A.J.
HAGUE	953419	Aircraftman 2nd Class S.
KING	514418	Sergeant F.S.
PROTHEROE	1163626	Aircraftman 2nd Class G.D.
RUSHTON	968743	Aircraftman 2nd Class L.J.
WELLS	343671	Flight Sergeant F.G.

PREVIOUSLY REPORTED "MISSING" NOW REPORTED "SAFE".

WATT                      755255                      Leading Aircraftman J.A.

PREVIOUSLY REPORTED "MISSING BELIEVED KILLED"  
NOW REPORTED "PRISONER OF WAR".

ERSKINE	581506	Leading Aircraftman R.D.
HUGILL	43422	Pilot Officer F.

PREVIOUSLY REPORTED "MISSING" NOW REPORTED  
"PRISONER OF WAR".

ASKHAM	621279	Sergeant L.
BEEVERS	564349	Sergeant C.S.G.
DAVIDSON	42699	Pilot Officer B.A.
EDEN	580404	Sergeant W.H.
FISK	581381	Sergeant J.



PREVIOUSLY REPORTED "MISSING" NOW REPORTED  
"PRISONER OF WAR". (CONT.)

FISK	625214	Sergeant R.J.
GAWITH	507940	Sergeant E.V.
GRIFFITHS	543756	Sergeant A.K.
HEPBURN	551354	Leading Aircraftman J.G.
HILL	42004	Pilot Officer A.J.
HOCKEY	76011	Pilot Officer L.P.R.
MACARTHUR	747956	Sergeant K.A.R.
SCANLON	553514	Sergeant C.J.
THOMSON	755699	Leading Aircraftman J.G.
WEBB	540410	Sergeant C.
WHALLEY	562373	Sergeant J.
WILLIS	41766	Pilot Officer R.A.G.

PREVIOUSLY REPORTED "MISSING BELIEVED KILLED ON ACTIVE SERVICE"  
NOW REPORTED "MISSING".

MICKLETHWAITE	636876	Sergeant R.
MURRIE	751305	Sergeant D.

PRESS AND PUBLICITY BRANCH,  
 AIR MINISTRY,  
 KING CHARLES STREET,  
 S.W.1.

6th AUGUST, 1940.



3.8.40 No. 11.

The War Office states:-

Some misapprehension seems to exist over travelling facilities for soldiers on leave. The position is that all ranks are entitled to two free travelling warrants yearly and privilege leave is admissible twice yearly for a period of seven days. Ex B.E.F. and N.W.E.F. personnel were granted a free warrant additional to normal entitlement

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KING HAAKON'S BIRTHDAY.

BROADCAST ADDRESS BY NORWEGIAN PRIME MINISTER.

The following is a translation of the broadcast in Norwegian this evening by Prime Minister Nygaardsvold:

Haakon VII, Norway's King, is sixty-eight years old today.

On behalf of the Norwegian people I salute our King on his birthday. It is thirty-five years ago this year since King Haakon accepted the Norwegian crown following a practically unanimous invitation from the people of Norway.

As a motto for his future work he chose the words "Everything for Norway." This motto was no easy one to live up to, but during all these thirty-five years the King has shown that he was both willing and able to follow and to fulfill this motto.

King Haakon has, during these thirty-five years, seen many Governments. They have been composed of men with highly differing constitutional conceptions and of men from every walk of life. I am convinced that if these men had been able to step forward today to say what they thought they would all, without exception, have said "King Haakon VII has always placed all his work and all his energy at the service of Norway."

But not only that. He has been to all who have worked with him a wise counsellor and a splendid friend and comrade. He has, by his work and his ways given life to the words "Everything for Norway."

Today King Haakon must celebrate his birthday outside the frontiers of Norway. In common with other peace-loving and freedom-loving countries our land and our people have been dragged into the horrors of war. Our people wished to live in peace with all other peoples, and therefore we believed in peace. I know that King Haakon's daily efforts were directed so that we as a nation should so bear ourselves that neither of the belligerent sides with the slightest degree of rightfulness could drag our people into the war.

But unfortunately our wishes and our will to neutrality were disregarded. A foreign people, which for years has been brought up to regard war and aggression against peaceful neighbours as the highest and most noble form of moral expression, took our country by force of arms.

In these difficult days for our people, the King has shown that even in times of adversity he holds fast to his motto - "Everything for Norway." He has set no store by his own person or by the goods of his house. For him, Norway's freedom and independence were the only things that mattered. He has refused to come to terms with the aggressors. He has refused to contribute to the legalisation of murder, plunder and slavery.

In these hard times Haakon VII has been a leader and guide for our people. With full justice on his side and with the complete freedom and independence of Norway as his goal, he stands today as our champion with the flag of hope firmly held in his hand.

On behalf of our people I must therefore be permitted to offer King Haakon our heartfelt thanks, and we all wish that he may very soon achieve his goal.

In these difficult times the person of the King has become a rallying point for all of us. King and Fatherland are in the minds of all Norwegians henceforward unbreakably welded together, therefore we are gathered together today on our King's birthday, sharing the same wish: "God save the King and the Fatherland."



3/8/40. - No. 13.

The Foreign Office announces that the Secretary of State for Foreign Affairs has appointed the following to be the Advisory Council on Aliens, the constitution of which was recently announced by the Parliamentary Under-Secretary of State in the House of Commons.

The Right Honourable the Earl of Lytton, K.G., G.C.S.I.,  
G.C.I.E. Chairman.  
Sir H. Emerson, G.C.I.E., K.C.S.I., Vice-Chairman.  
Mr. H.W. Butcher, M.P.  
The Viscount Cranborne, M.P.  
Mr. E. Edwards.  
Mr. H. Graham White, M.P.  
Mr. G. Lathan, M.P.  
Mr. P.J. Noel-Baker, M.P.  
Mr. Neil Maclean, M.P.  
Sir Neill Malcolm, K.C.B., D.S.O.  
Miss E. Rathbone, M.P.  
The Marchioness of Reading.  
Mr. H.U. Willink, K.C. M.P.  
The Right Honourable The Earl Winterton, M.P.  
The Right Honourable Viscount Wolmer, M.P.

The functions of the Advisory Council will be -

- (A) To suggest measures for maintaining the morale of aliens in this country so as to bind them more closely to our common cause.
- (B) To revise and if necessary to suggest measures for the co-ordination to that end of the work of the various refugee committees and other voluntary organisations concerned with aliens in this country.
- (C) To maintain contact with the various government departments having responsibilities in connection with refugees and other classes of aliens and with foreign governments or national committees established in this country.
- (D) To advise and assist the Home Office in the arrangements made for the welfare of enemy aliens in internment camps.
- (E) To study, and make recommendations upon, the problem of finding occupations for enemy aliens in internment camps.

It will work in close association with the Foreign Office and will maintain close liaison with the other Departments concerned.

FOREIGN OFFICE



Air Ministry News Service.

R. A. F. FIGHTERS OVER THE CHANNEL.

A Flight Lieutenant, an Irishman from Tipperary, who took part in Monday morning's great air battle over Dover Harbour when 21 German bombers and fighters were destroyed (his first day with a Fighter Command Squadron and in fact the first time he had ever been in action against the enemy though he has been flying since 1929, most of the time as a civil air line pilot) broadcasting tonight said:

I regard myself as the luckiest pilot in the whole of the Fighter Command. It was my very good fortune to be in combat with the enemy on my first day with my new squadron. Many Fighter Command pilots had to wait weeks -- months, in fact -- before they had the chance even to fire at a German raider. And here I was, first day on duty with a Fighter squadron, taking part in a first-rate battle. I know that pilots who, even now, have not yet been in action will envy me my good luck.

You see, I have been on bombers for a long time. At the beginning of the war I was called up, did a month's duty as an instructor at a Flying Training School, then I did a few months flying Wellington bombers -- mostly over the North Sea -- and now I am a Fighter pilot. During all my months of flying bombers I didn't encounter a single enemy.

Well, on Monday, we were up bright and early. We waited by our Hurricanes, enjoying the fine summer morning and wondering whether we would be sent up before breakfast or not. Suddenly we received the alarm. Enemy bombers were over the Channel. We simply raced to our aircraft and, just as the engines were starting up, the air raid sirens were sounded. We took the air to the wail of the sirens.

I wondered, as we took off, how I was going to behave if I saw the enemy. I was excited, of course. It was a strange experience to find myself going out on my first action against the enemy. Would I be frightened? Would I want to go home? I genuinely wondered.

Then, when we were at 8,000 feet, we made a turn and saw the German aircraft. There were thirty or forty Junkers 87's, in three's, about to dive down and bomb four ships in Dover Harbour. As we raced to intercept them I watched the first lot begin their dive. I watched their bombs falling when they got down to 2,000 feet, and I saw them exploding in the water round the ships. There were ten bombs at one time, and the water all round the ships was heaved up into a number of huge fountains.

As we raced along at 300 m.p.h. I could see the bombers waiting their turn to go in and attack. Not all of them, I am glad to say, got a chance to attack. A number of them did not get their turn. But I shall never forget the sight of them stepped up in the sky. Somewhere above were the escorting Messerschmitts. They were being looked after by a squadron of Spitfires, so we had the bombers pretty well to ourselves.

It was only a matter of seconds before we were diving down to our targets. I first saw a Junkers 87 being chased by six Hurricanes and I felt like cheering when I saw the bomber go down in flames. Immediately afterwards another Junkers flew right across my bows. I hared after him for all I was worth. I got him in my gun sights and let him have it. I was overtaking him fast and when I stopped firing he was covering my entire windscreen, only fifty yards away. I stopped firing because he blew up. I had heard about enemy aircraft blowing up in the air, and this was my first experience of it.

Both his petrol tanks exploded at the same moment. Pieces of the aircraft were blown in all directions and I had to dive away sharply to avoid being hit by the fragments.

/When



When I looked again I saw the wrecked bomber tumbling down towards the sea. Then, below me, I saw three JU 87's tearing off for home. They were only about 30 feet above the surface of the water, going away from our shores as fast as they could.

I dived down and attacked them in turn, chasing them about a dozen miles out to sea. I gave the first one a good burst and I know I hit him. Then I blazed away at the second and hit him, too, before turning back.

From the moment we took off to the moment we landed exactly 36 minutes had elapsed, though I suppose the fight itself did not last more than 5 minutes. After that we had breakfast.

When I first saw the Germans I felt a kind of fascination. And I was surprised that I was able to see so much of the battle. After dealing with my first Junkers 87 I was able to notice other members of the squadron shooting down other German bombers. I saw out of the corner of my eyes a short dog-fight which ended in one of our squadron shooting down a Messerschmitt 109.

There is no doubt we shook them up an awful lot. As I said, some of them didn't even get the chance to drop their bombs.

One of the things that stands out in my mind was a sailing boat, with a big red sail, steadily passing down the coast. Aircraft were blazing away at one another in the sky above; occasionally one would crash into the sea and disappear, but that little boat with the red sail appeared to take no notice at all. It seemed so incongruous.

Another thing I shall always remember is the surprise I felt when the battle was on. I was surprised because there was no confusion at all. Everything was very orderly, if you understand me. Each combat was distinct in itself and things seemed to happen as in a nicely rehearsed play. I was astonished to find myself able to be a spectator and a fighter at the same time.

Our squadron, by the way, came out of the combat untouched, except for one bullet through the wing of one of our aircraft. One bullet hole for four bombers destroyed and six others damaged.

I've been a pilot with Imperial Airways, British Airways, West Coast Airways and I've put in more than 5,000 hours flying time. But I don't think I've ever had a more enjoyable few minutes in the air. I mention this because I'm sure some of my former colleagues would like to know that an old Airways pilot can have such a good time in a Hurricane.

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AIR AFFAIRS.



AIR MINISTRY BULLETIN 1281AIR MINISTRY NEWS SERVICEFURTHER RAIDS ON ENEMY AERODROMES.

During daylight raids on aerodromes in France, Belgium and Holland yesterday (Friday) enemy aircraft operating over a fairly large area made several unsuccessful attempts to prevent our bombers from reaching their objectives. Four miles south west of Flushing three Me. 110's attacked one of the raiders from the starboard quarter and above, but a skilful use of cloud cover enabled the British pilot to throw off his attackers. At Haamstede another medium bomber evaded a Me. 109 in the cloud after the enemy machine had approached it from astern and below. Ten miles off the Dutch coast a patrol of three Me's made a converging attack from both sides, and again cover was found in the cloud.

Other interceptions, during which fire was exchanged, proved equally unsuccessful. Two thousand feet over Haamstede another enemy patrol of three attacked singly from various directions, below and above. The British gunner fired short bursts as one of the aircraft came within effective range and apparently hit it, for it disappeared with smoke streaming from its starboard wing. A second enemy aircraft is also believed to have been damaged by our fire as it abruptly broke off the engagement and swerved away, leaving other aircraft to continue the attack unaided.

At the Schipol airport of Amsterdam one of the raiders damaged several four-engined enemy aircraft which were standing on the edge of the runway when bombs burst near them. At Waalhaven, one hangar was hit and other bombs broke up the tarmac and runways at Haamstede, Flushing and Leeuwarden. Over Soesterburg, the airport of Utrecht, our aircraft met with a heavy barrage which did not prevent them from dropping bombs on their objectives. An anti-aircraft battery near Knoeke, on the Belgian coast, was silenced by the bombs of another raider, which dived to 1,000 feet to deliver its attack.

Evere, the aerodrome near Brussels, and the Merville aerodrome, west of Lille, were also attacked.

Fires which could be seen from the air at a distance of fifty miles were started in the dock area of Hamburg during raids made late in the evening. The weather was against the bombers: yet, with poor visibility and in the face of fierce anti-aircraft fire and many searchlights, the raiders managed to inflict heavy damage. At Harburg, near Hamburg five bombers located and attacked their targets within a period of 20 minutes. Members of one crew reported that they saw huge clouds of white smoke rising above the docks after their attack. Others reported seeing fires. Bombs were also dropped across the centre of a dock at Altona, and there too fires were burning fiercely as the aircraft left. One bomber, prevented by the haze over Hamburg from attacking his objective there, bombed Amrum aerodrome instead.

Thirty hits were seen on the oil refinery at Salzbergen near Osnabruck, which is an important source of supply for benzine, kerosene, gas and lubricating oils. Eight tons of high explosive bombs were dropped on this target as well as many incendiary bombs. One observer saw 9 separate bursts, another raider, taking his time, made two separate runs over the area as a preliminary to bombing a part of the refinery. Later the pilot of this aircraft circled the area to check results and reported that a large fire was still burning and was plainly visible after he had been on his homeward course for ten minutes. Members of other crews spoke of heavy explosions and oil-fed fires which were seen to be increasing steadily long after the raid was completed. Aircraft attacking the oil refinery at Emmerich near the German-Dutch border successfully added to the damage already caused in previous raids. Hits were obtained on the oil plant and several fires were started.

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AIR AFFAIRS.



3/8/40. - No. 16.

P R E S S      N O T I C E

It is understood that Mr. Chamberlain has made very good progress during this week.

Lord Horder, his physician, and Mr. E. G. Slesinger, the surgeon performed the operation, are completely satisfied both with the results of the operation and with Mr. Chamberlain's condition.

Mr. Chamberlain is already receiving some visitors and there is no reason to doubt that he will be back at his office within the period originally stated.

Mr. Chamberlain's Private Secretary.



BE CAREFULLY CHECKED  
AGAINST DELIVERY.

3/8/40 - No.17

The Rt. Hon. A. Duff Cooper, Minister of Information broadcasting tonight said:-

I believe that some people are inclined to exaggerate the efficiency of the Germans. Just because their army has been so successful during these last 11 months we are inclined to think that they do everything better than we do, are incapable of making the mistakes that we make. That they succeed in solving the problems which continue to puzzle us. It is not true; the German Army in the last war scored a series of astounding successes, they swept through Belgium and succeeded in getting within a few miles of Paris, while at the same time supporting the attack of the whole Russian Empire on their Eastern front and eventually driving it back and defeating it. They swallowed Serbia, and they swallowed Roumania, and in spite of all these successes they were soundly defeated on the battlefield in the end.

Nor are they any more efficient than we are in other matters. There are people without any affection for Hitler who nevertheless believe that he has done good to his own country, however much misery he has inflicted upon the rest of the world. This is not the case. Before the war began, seven years of Hitler's regime had already done one great harm to the people of Germany. A book has recently been published called "Heil Hunger", which states the facts and every fact it states is based upon German official records which are quoted. The Germans are a very methodical people - we must grant them that - and while Hitler, Goering and Goebbels have been marching round boasting and declaiming, the old-fashioned German Civil Servants have been sitting at their desks, peering through strong spectacles with their weak eyes and scratching their closely shaven heads over long rows of figures to produce their annual reports on the condition of the people. These reports are compiled with relentless accuracy. The leaders of the Nazi Party were too busily occupied to know what their Civil Servants were doing. Now that they have found out, the Civil Servants will not be allowed to do it any longer. They will probably find their activities in future carried on from the concentration camps.

I am not going to give you a lot of figures, but just the bare facts. The population of Germany has been decreasing during these 7 years in spite of all the efforts made to increase it: that there has been a great increase in the disease of rickets, which creates such havoc among children.

We have often been told that law and order are upheld in Germany, however merciless no means may be employed to uphold them, but if we read the figures all given from German sources in this book, we find that the convictions of youthful criminals are more than doubled between the years 1934 and 1937.

There has been a steady increase in the number of suicides and lunatics and of those suffering from tuberculosis. These are some of the benefits which the Nazi regime has conferred on Germany.

It is partly, no doubt, owing to the principle laid down by Marshal Goering that it is better to spend money on guns than on butter. Let that statement be remembered, because it is that policy which has produced increasing hunger in Germany and will shortly produce starvation in Europe. We shall be blamed for it. We are blamed for everything. But it is the Nazi policy of guns rather than butter that is responsible. Destruction and devastation march in the vanguard of Nazism and famine rides behind.



Nor is it only because they have spent all their money on armaments that the people of Germany have been in a state of decay these 7 years; it is also because they have neglected the arts of healing. In order that men may spend more time in the army they are allowed to take their Doctor's degree after a much shorter period of training, and the best doctors in Germany happened to be Jews, all of whom have been driven out.

That the science of medicine is decaying in Germany is proved by the curious fact that during this period there has not been a large increase in cases of diphtheria but there has been an astounding increase in the number of deaths from that disease.

It is a stupid and inefficient regime, as well as a tyrannical and an aggressive one. We have had a beautiful instance of their stupidity and inefficiency these last few days. Have any of you seen the pamphlet which German aeroplanes took the trouble, after having flown all the way from Germany, to distribute in this country? It is an astounding document. Four full pages, with three columns in each, containing word for word the long dull speech which Hitler delivered in Germany on the 29th July, and which was very adequately reported in the British Press on the following morning. Anybody who wanted could have read it then. Now that it is a fortnight old nobody would be likely to want to read it again. It is really remarkable to think that the Germans are so ignorant and so foolish that they believe the British Government would want to prevent people from reading this dull, tedious, bombastic, boring balderdash. about 2½ columns of which is given up to a list of the names of the generals whom Hitler has promoted. As though anybody cared what he did with these generals, whose names we have never heard before and devoutly hope we may never hear again. And yet the Germans think that this sort of thing is going to influence public opinion and persuade the people of Great Britain to rise up against their Government and make peace with Germany.

I have seen my own name all too often in the papers lately, but I must confess to a feeling of satisfaction when I found that it had not been omitted from Hitler's speech. He still remembers me and denounces me as one of the greatest of criminals. I would not have it otherwise. I have always hated him and shall go on hating him until the end. He has proved himself the curse of Europe, and he remains a menace to the world. Even in the glorious hour of our victory I shall not find it easy to forgive him, because I shall not be able to forget that in the whole long history of mankind no single individual has been responsible for so much human suffering and misery.

MINISTRY OF INFORMATION



3/8/40 - No. 18.

The Prime Minister wishes it to be known that the possibility of German attempts at invasion has by no means passed away. The fact that the Germans are now putting about rumours that they do not intend an invasion should be regarded with a double dose of the suspicion which attaches to all their utterances. Our sense of growing strength and preparedness must not lead to the slightest relaxation of vigilance or moral alertness.

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No. 10. DOWNING STREET.



AIR MINISTRY NO. 1283.

3/8/40. - No. 19.

Air Ministry Communique.

Yesterday R.A.F. bombers made daylight raids on a number of aerodromes in France, Belgium and Holland. Hits were scored on hangars and runways. Aircraft on the ground were bombed and machine-gunned from a low altitude. There was some opposition from enemy fighters. One of our aircraft is missing.

Our bombers continued their systematic attacks on military objectives in Germany. Last night their main targets were the oil depots at Emden, Hamburg, Wisburg, Salzbergen and Emmerich. They also attacked several German aerodromes.

Large fires were started at Hamburg and Salzbergen where the damage is considered to have been extensive.

One of our aircraft returning from these operations was forced down into the sea.

AIR AFFAIRS



3/8/40 - No.20.

AIR MINISTRY BULLETIN No. 1277.

Casualty Communique No.41.

(issued today for Publication on Tuesday 6/8/40).

Please make the following addition to the entry respecting  
Flying Officer A.D. **PANTON** in list of missing on Page 4.

add D.F.C.

AIR AFFAIRS.



3/8/40 - No.21.

MR. FRED T. BIRCHALL'S BROADCAST.

The following is the text of a broadcast this evening by Mr. Fred T. Birchall, of the "New York Times", and chief European correspondent of that paper from 1934 to 1939.

I hold perhaps a unique place in the nationality classification. I am in effect a citizen of three nations. I am British born and I am still a British subject but I have worked and lived for almost forty years in the United States and spiritually I am also part of that great nation.

To you, I am a new voice; but to a man across the Atlantic Ocean I am an old voice. For almost ten years I have been sending news of his growing power, of the sinister implications inherent in a power and of its menace to all that we freedom loving people hold dear. That man is Adolf Hitler. I have met him, talked with him and he knows me and my work. I know him better than he knows me, for after all I am only one of many writers. I know him better - better perhaps, than he thinks I do, because it has been my job to study him and the evil things he represents. He won't be listening to me tonight but what I say will probably reach him. His sneaks and spies everywhere tell him what people are saying about him and about this war which, for his own ends, he has forced on this peaceful world. So, because I am spiritually a citizen of three countries - Great Britain, the United States and Canada, while still actually a subject of the King, I am going to address him as well as yourselves believing that I carry to him the reply of our plain people to his peace offer, and that reply is the challenge and the defiance of decent people everywhere.

Herr Hitler. Surrounded by the strongest array of mechanised slaughter machines ever gathered together for murder, you in the bombastic fashion common to your every utterance, have graciously offered to give us peace - on your terms - if we will ask for it. You have done this with the horde of trained Reichstag seals flapping their flippers in applause and shouting their directed cheers into the microphone, because you think that will impress the world. It doesn't impress us. We know how easily your obedient servitors can frame such demonstrations to order. Nor will we accept your invitation to sue for the peace you are afraid to offer to our statemen face to face across the table. That is how the world has always made peace, but you shout the invitation into the microphone from behind a safe barrier of bayonets, tanks and bombs. We will not accept your invitation to beg you to make peace with us, because you are a liar! Your word and your promises are worthless. You have proved yourself a liar. I will tell you how,



Do you remember Munich? And the evening in the Feuhrer House when you and Mussolini, Chamberlain and Daladier, sat around the table in your private office carving up Czechoslovakia under your pretext of liberating the Sudeten Germans from democratic rule? It was a pretext, because under that rule they had enjoyed far more freedom than they've ever experienced under yours. I was there, watching the pale-faced Czech delegates, pacing the corridor as they waited for the decision. They knew, although the two allied statesmen you had brought there didn't, that this decision would end their existence as an independent nation. It did. At that conference, however, you said, and you repeated it publicly later, that the acquisition of the Sudetenland would end all your territorial aspirations in Central Europe. It was a lie! Within six months your troops had marched into Prague and you had taken the whole of Czechoslovakia as a German Protectorate. By that time the Czechs had given up to you their country's natural hills and defence and the lines of fortifications they had constructed at great sacrifice. They were powerless to resist. And their friends, having surrendered that last bastion of democracy in Central Europe, were powerless to help them. Our statesmen had believed you, but you had lied to them.

And do you remember the next morning, after the conference, when Mr. Chamberlain, trusting soul that he was, went to visit you in your apartment to express his thanks for your co-operation - co-operation Adolf. He asked you then, whether having done so well, that co-operation couldn't be carried a step further, so as to avert the horrors of wholesale war. Do you remember the piece of paper you both signed, and which Mr. Chamberlain proudly displayed to us correspondents when he returned, telling us it was a pledge of peace in our time.

Do you remember, Hitler, also, how a few hours after that paper was signed, when Mr. Chamberlain drove away from his hotel to take his airplane, the people of Munich - your people - crowded around his car in the rain, pelting him with flowers? The women were weeping and trying to touch even the hem of his overcoat, for he had brought peace - or they thought he had - and peace was what they wanted. It would have been peace if you had kept your word. How angry that scene made you. You were angry that he, Chamberlain, and not you, Hitler, should be the hero of that German victory.

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Do you remember Schuschnigg, who, before that, you lured to Berchtesgaden on the promise of a friendly talk? Your handyman, the devious Von Papen, who was your agent, told him on your instructions: "Go, Herr, go and you will talk with our Fuehrer as brother to brother", and how brotherly were you? After abusing him like a pickpocket when he got there, you made him sign an agreement admitting Nazis into his Cabinet. But you, on your side, to induce him to sign, promised him that you would endorse publicly the guarantee of Austrian independence you had given him privately in the previous July. He kept his promise and the Nazis let you into Austria, but you never kept, and you never intended to keep, yours.

We can't make peace with you and won't try, because you're an assassin as well as a liar. Do you remember Dollfuss, who came before Schuschnigg? A decent, upright, honourable little man was Chancellor Englebert Dollfuss. Working day and night he was pulling Austria out of her economic troubles and gradually freeing her from your net. Dollfuss was too clever to be the fly that would walk into your spider chamber, so you got him another way. You sent thugs who shot him down in his Chancellery. But when your plot to seize Austria in the succeeding confusion failed, you repudiated the thugs. How sincere was your condemnation and regret? I will tell you. Three years later when you had seized Austria, you sent Rudolf Hess to lay wreaths on the assassins' graves. You pulled down Dollfuss' statues and put up memorial tablets to his murderers instead. You had ceased to care about world opinion then.

We cannot accept peace with you because you are a gangster, and the men under you are also gangsters. Look at them. There is the ? Goering. I wonder if he has added to his decorations the Legion of Honour looted from Versailles? He has probably. There's Goebbels, poisonous as a scorpion and looking like it. There is the saturnine Himmler, head of the Gestapo, who invents the tortures under which men pray for death to relieve them of their suffering. There is the roaring drunkard, Ley, who dupes labour into accepting long hours at starvation wages in the name of patriotism while he lives in luxury. There is Funck, Dr. Funck, who juggles economics he doesn't understand but manages to keep the Reich Bank going on the loot stolen from invaded countries. Then you have Hess, your ventriloquist's dummy, who says for you the things you dare not say yourself. Gangsters to a man, all of them, and the bond between them all is "loot".

Yet even they don't trust you. You have a habit of killing off old associates who helped to make you. Do you ever think back on your blood bath of June 30, 1934, and the men who died in it? Do you remember Roehm, your chief of staff, the man who built up the Storm Troops that put you in power? He was the man you seized in bed at Bad Weisse on his holiday, pretending that he was about to lead a rebellion against you - a rebellion from a ? holiday. You sent him the next day to his death, although he had been the only man to address you with the familiar "du" of old comrades. He wouldn't use the revolver you had left in his cell and give you the excuse that he had committed suicide - "Let Hitler do it himself", said Roehm. He had nerve. So you had to send him before a firing squad.



You lied even about that broadcast I was in the gallery of the Reichstag when you solemnly declared that the total of the executed was only seventy-seven. You classified the victims, but not by name. We Correspondents looked at each other in amazement. We had in our offices lists totalling hundreds who had died, with their names. It was not usual, Herr Hitler, for a German Chancellor to lie so brazenly in open Reichstag. Actually the total of the dead exceeded twelve hundred - we know that now. When we reached twelve hundred we stopped counting.

No, Herr Hitler, we cannot afford to make peace with a liar, gangster and assassin. He is not fit to be on the Committee of Nations. We are well aware that Germany is strong, as the result of five years intensive preparation, while we were refusing to believe that you would really loose the dread spectre of war upon your own people and upon the world. But, in fact, for more than five years you have been getting ready. I remember that Berlin had its first blackout in March 1935, long before any of us ever thought of blackouts. And about the same time I saw decontamination squads in asbestos clothes with all the necessary apparatus practicing through streets of poison gas. We had never thought of using poison gas on civilian populations - it was only your mind. I know that the German Army is more completely equipped mechanically just now than ours can be, or hope to be, for some time. I saw your army in action, not in war but all ready for it, when I went with the German troops into the Sudetenland, and after Munich. I saw obstacles of solid concrete, barbed wire and hidden mines and piles of fallen trees vanish almost like magic before the tools your troops brought to deal with these things. They seemed to have every kind of implement that could be, some I had never imagined as existing. I know, too, that the ? German food and raw material reserves there were when the war started have been substantially augmented by supplies looted from the invaded countries since. The people in north countries will be hungry this winter for lack of the food that you, Hitler, have stolen; and you will probably make those countries cry to the world for help in the name of humanity. If the world answers you will probably also steal what the world sends them.

The military situation at the moment favours your arms, but there are some factors on our side. Have you considered that? Britain still holds the seas, and reinforcements are streaming to her over them. She has made of herself a fortress. Her sons, young and old, man the battlements, they toil day and night in the factories within to produce the airplanes, the tanks and the guns with which we are going to beat you. Our daughters replace the men who have gone to war. The whole Empire is awake now, Hitler.



Last of all, the scales of illusion, bred of our soul and our faith in all our fellowmen, have fallen from our eyes. No more appeasement for Hitler. No more compromise enabling the eagle to make a mock of us. On to Victory! Our Forces of Empire are gathering. We grow stronger every day. I sat in my Ottawa home the other day putting down on paper a few of these thoughts. As I wrote there came through the open window a sound of rushing wheels and voices raised in song, and there sped past my house an open army truck bound on some errand or other. It was jammed to overflowing with sturdy, brown-faced, Dominion lads in khaki. After the first truck came another, and still others, the boys in them all singing in chorus that old ditty of all joyful occasions - 'Hail! Hail! The Gang's all here!'

Herr Hitler, when those khaki filled trucks rolled past my window the other morning, I realised that the Gang is assembling again, the Old Gang and their sons who are like unto them. They are all there with the same old spirit, the same hard determination, which modestly camouflages itself under a veil of song and nonsense. All there, Herr Hitler, and answering: 'Ready'. We may need more airplanes, we will get them. We will lose men - there are others coming up to take their place; from the four corners of the earth the Gang is streaming in. They come from many far places to which Anglo-Saxons have carried their love of Freedom, their spirit of Tolerance, their devotion to Peace - as long as honourable peace is obtainable, and their hatred of Tyranny. But love of Peace has not impaired their ability, or their will to fight for it, Herr Hitler. We are on the defensive now and awaiting attack - we are not afraid of the outcome. When you are ready, Hitler, come on!

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B. B. C.