

18/6/41 - No.2.

Air Ministry News Service

Air Ministry Bulletin No.4196

THIRTEEN MESSERSCHMITTS DESTROYED

When a large number of Hurricanes and Spitfires escorted bombers of the R.A.F. to attack shipping in the English Channel and targets in Northern France last evening, they shot down and destroyed at least 13 Messerschmitt 109's.

A Spitfire pilot said: "There was a tremendous number of Spitfires in the sky over the Channel when I saw the Messerschmitt 109's creeping up on the section on my right," He said afterwards. "I warned our fellows and as that section wheeled round to meet the enemy I saw a Messerschmitt 109 come streaking down at terrific speed. I got him in my sight and let fly. He went away smoking and several pilots saw the aircraft crash into the sea.

Another pilot reached his base safely with his port wing shot through and his tail almost destroyed after shooting up a Messerschmitt 109 which he had seen attacking his Flight Commander. This pilot was attacked three times.

"Bullets whistled all round me striking the fuselage and wings," he said. "I managed to get my aircraft home by holding on like grim death. I didn't realise my machine had been so badly damaged. I was very lucky indeed and I think I got the Jerry who was attacking my Flight Commander".

Another pilot suddenly found an enemy aircraft right in his sight, not more than fifty yards ahead of him. He gave the enemy a quick burst, and saw it dive away out of control.

18.6.41 - No. 3.

Air Ministry News Service.

Air Ministry Bulletin No. 4189.

PILOT WAS A YEAR LATE WITH HIS REPORT.

One of Fighter Command's most successful Hurricane squadrons is about to make a claim for a German aircraft brought down over a year ago - on June 7, 1940.

On that day, one of the Unit's sergeant pilots was shot down in flames over France. He was terribly burned but, in spite of his injuries and great pain, he was determined to reach British soil again.

He was smuggled through concentrations of German troops and eventually reached a contingent of British soldiers and was brought home to a hospital in England.

Now the squadron has received a letter from the sergeant announcing that he has at last finished with hospital. He writes:-

"I am once more back in circulation - but rather crestfallen because I was hoping to come back to my old squadron. Unfortunately, I have been forbidden to do operational flying but I hope that after a few months I shall be all right.

"I hear the old squadron is still doing its stuff. Heartiest congratulations. By the way, I did not even put in a combat report for the machine I brought down on June 7, the day on which I myself was shot down. Would you like me to do so now? After all it does mean one more to the squadron. The details are as vivid in my mind now as they were nearly a year ago"

A combat report form has been posted to the Sergeant Pilot and soon, the squadron hopes, another victory will be officially credited to their mounting score.

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18.6.41 - No. 6.

Air Ministry No.4197.

AIR MINISTRY AND MINISTRY OF HOME SECURITY
COMMUNIQUE.

Enemy activity last night was again on a very small scale and was mainly over the East Coast.

Some damage was done and at one place there was a small number of casualties.

EGG CONTROL SCHEME

In the House of Commons today, the Parliamentary Secretary to the Ministry of Food made the following statement:-

My noble Friend has decided to bring the distribution of eggs under control. Imported eggs are already under control and it is now proposed to extend the control to eggs produced on commercial holdings in this country. The object of the plan is to secure an increase in the supply of eggs in towns and to defeat the "black market" which has grown up in home produced eggs.

The problem is one of great complexity and my noble Friend has modified some of the provisions of the scheme of which particulars have recently been published.

Under the scheme which it is proposed to introduce at an early date commercial egg producers will not be allowed to sell eggs except to a recognised packing station or an authorised buyer. With the help of my Right Honourable Friends, the Minister of Agriculture and the Secretary of State for Scotland, a relationship will be established between the eggs sold by, and the feeding stuffs coupons issued to, commercial egg producers, with the effect that national supplies of feeding stuffs will be used to secure eggs for general consumption.

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Domestic producers will be exempt from these requirements, / will be free to sell eggs through prescribed channels.

There will be nothing in the Order to prevent any producer from retaining eggs for his own consumption. All dealers in eggs will be licensed. Packing stations are already in existence, and in England and Wales and in Northern Ireland are so placed as to be able to collect eggs from all commercial producers. In Scotland, special arrangements will be made in areas where the distance between producers and packing stations or authorised buyers would make it uneconomic to collect supplies.

Increased prices will be paid to producers selling eggs under the Scheme to authorised buyers or packing stations. These prices will be higher than the permitted retail prices, the difference being made good by Government subsidy.

Throughout the preparation of the control scheme My noble Friend has relied mainly on this excess of producer price over consumer price to attract eggs to the packing station but has not been able to disclose this feature of the scheme earlier because of the effect which a premature announcement of the increase in producer prices would have had on distribution.

MINISTRY OF FOOD

18/6/41 - No. 11.

The Earl of Lytton has resigned the Chairmanship of the Council on Aliens owing to ill-health.

The Council on Aliens is an advisory body, attached to the Foreign Office, which advises His Majesty's Government on all matters relating to the welfare of aliens for which His Majesty's Government are responsible. It was set up in August, 1940.

FOREIGN OFFICE NEWS DEPARTMENT.

18.6.41. - No. 14.

"HUGE STREAM OF AIRCRAFT" FOR MIDDLE EAST.

REINFORCEMENTS OF AUSTRALIAN AIRMEN.

Mr. McEwen, Australian Minister for Air, stated recently that a huge stream of aircraft was flowing towards the Middle East to support the Australians. He said that protective squadrons of fighters and army co-operation aircraft, manned by Australian airmen, were heavily reinforcing the A.I.F.

As an example of the skill and daring of Australian airmen, he told how an R.A.A.F. squadron, although heavily outnumbered, had shot down 14 German bombers over Benghazi. In six months the squadron had shot down 48 enemy planes and has probably destroyed another 27.

The Director of R.A.A.F. Recruiting, Group Captain Cobby, stated that recruits for air crews throughout Australia had increased by over 300 per cent. during the past three weeks. The improvement in South Australia had been 400 per cent.

DOMINIONS OFFICE PRESS SECTION.
(On behalf of Australia House).

18.6.41 - No. 15.

Air Ministry No. 4198.

AIR MINISTRY COMMUNIQUE.

The Royal Air Force again carried out large scale offensive operations over the Channel and Northern France during daylight yesterday.

Many squadrons of our fighters provided escorts for aircraft of Coastal Command ~~attacking~~ enemy shipping in the Channel, and for Bomber Command aircraft attacking an industrial plant near Bethune. The plant which supplies fuel and power for the occupying forces received direct hits and was left burning.

No aircraft of Coastal or Bomber Command is missing from these operations.

Our fighters encountered many enemy fighters and numerous combats took place. Thirteen of the enemy were destroyed: 10 of our fighters are missing.

Bomber Command aircraft were again out in force during the night over industrial areas in Western Germany. Their principal objectives were at Cologne and Dusseldorf and, as on the previous night, many fires were started and much destruction was caused.

Subsidiary attacks were also made during the night on the docks at Rotterdam, Ostend, Boulogne and Cherbourg, and on enemy shipping, by aircraft of Bomber and Coastal Commands and by aircraft of the Fleet Air Arm operating with Coastal Command.

One aircraft of Bomber Command is missing from these night operations.

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Air Ministry News ServiceOVER FRANCE IN DAYLIGHT

A force of Blenheim aircraft of the Bomber Command with strong fighter escort, yesterday attacked an important industrial plant near Bethune, in occupied France. The attack was made in daylight and there was no cloud cover.

Sticks of bombs were dropped right across the plant. Fires were at once started and in a few seconds quantities of smoke were rising high into the air.

"As I watched the smoke curling up I imagined that there would be no more to see", said one observer, "but evidently the flames had touched off chemicals in the works for there were sudden bright explosions. They must have caused much destruction in the curious, onion-shaped cooling towers, for the clouds of smoke immediately increased and thickened."

As the aircraft made for home their path was lined with the black puffs of exploding anti-aircraft shells.

Overhead, against the background of blue sky and very high cirrus clouds, the fighters were busy beating off yellow nosed Messerschmitts in a continuous series of encounters. When one Messerschmitt got amongst the bombers four of them opened fire at close range. The enemy was hit and broke off the fight with black smoke pouring from the root of his port wing.

Ground crews were waiting at the base for the bombers to return and as they circled before landing word went round that all were safe.

18/6/41 - No.17.

Air Ministry News Service.

Air Ministry Bulletin No. 4200.

13 Me.'s SHOT DOWN.

Spitfires and Hurricanes of Fighter Command provided an escort for bombers in a successful raid over occupied France yesterday. They also swept the Channel and enemy occupied territory shooting down 13 Me.'s and severely damaging several others.

A number of fighter squadrons provided the escort and although German fighters tried to attack the bombers, every one was fought off by the R.A.F. pilots, who guarded the bombers to the target, protected them during the successful bombing and brought them all back to base without loss.

One pilot reports that Me.s tried to attack the bombers as soon as they crossed the French Coast, but after one engagement with our escorting fighters they sheered off, thereafter they continued to shadow our planes, resorting only to "nibbling tactics."

Another R.A.F. squadron fought Mes/^{off} from the bombers during the whole time they were over France and until they were halfway back across the Channel. "40 to 50 Mes. attacked us for 30 minutes," says one of the pilot's reports.

A Polish squadron which formed part of the escort was constantly attacked while over France but prevented any enemy planes getting near the bombers. During this operation Spitfires and Hurricanes of other squadrons swept the Channel and Northern France.

The total figure of enemy casualties includes only those aircraft seen to crash and takes no account of those probably destroyed, but which did not crash within sight of our aircraft.

TEXT OF A BROADCAST BY MR. RICHARD COPPOCK, SECRETARY
OF THE NATIONAL FEDERATION OF BUILDING TRADES OPERATIVES
AFTER THE 9 p.m. NEWS IN THE B.B.C. HOME SERVICE, 18.6.41.

TO BE CHECKED WITH BROADCAST

I am glad, as a representative of building trades workers, to have this opportunity of saying a few words to my comrades in the building industry.

You in this industry are doing particularly valuable work just now, for upon you, as much as upon anyone, depends the effective progress of the war and the winning of it. Munitions are wanted in an ever-increasing stream, 'planes are wanted in an ever-increasing supply. But munitions require factories, and 'planes require 'dromes; and in connection with both we, that is, the country, must have hostels, camps and all the other necessary amenities without which advance is impossible.

Yes, we are all in this grim fight; its issue depends upon the working masses. Nothing and no-one dare to underestimate their importance.

I would like it to be said of us in the building industry, of all those who work in it, of those who administer it, that the self-discipline we choose to accept far more than counter-balances the discipline imposed in a totalitarian state.

Building workers have endured many hardships in the past - the hardship of lost work in a casualised industry, or work reliant on the vagaries of the weather, of dependence on laissez-faire methods, but the stern necessities of the war have largely cured the industry of these shortcomings. True, everything in the garden is not yet lovely, but it will be much less lovely if we go down in this struggle. You, my colleagues, in all building trades, can do so much if you will. A grand co-operative effort is necessary if we mean to pull through.

We know that there is still muddle about, that red tape, as we call it, still exists, that there is still good cause for grumbling and room for improvement. But we don't, I know, wish the onus for any relaxation to be laid on us. At any rate, let us see to it, for our own sakes, that our effort is a maximum one, worthy of people who count.

Building workers have gone to it and have stuck at it under conditions which were not always of the best. But conditions have undoubtedly improved; and if every ounce of energy is now needed for production, as we know it is, then these exertions will be reflected in further improvements. I know there can be little willing response to the uninspired call or "work harder" or "produce more", but I think there can be no disputing that the maximum efforts of all are now really needed.

Whatever our views may be on the methods, conduct, or any other aspect of the war, and whatever our views may be as to what kind of society of organisation should follow the war, it is certain that none of us will be in a position to debate these issues if we don't emerge successfully. Abstractions as to the right or justice or motives of our part in this struggle may be left aside for the present. Sufficient to know that we are fighting for our lives and very existence.

/Amidst

Amidst the devastations of war, the homeless look for help to those who can reshelter them; with no less urgency the munitions of war must have homes too, and so the cry is also for more factories. The earnestness with which building workers regard their contribution to the war will be reflected in the speed they give to that contribution. No need to tell the workers what part they play in this battle, for they have the sense to appreciate it. "All hands on deck" or "All hands to the pump" is a well-known phrase which depicts the urgency of a situation, and the present job to be done is one whose urgency few would dispute.

I have been on jobs up and down the country, and like others who have also done this, I know and appreciate the imperative part you, the building workers, are playing - a hard part - a vitally urgent part. This appeal for the best that lies in you is made just because of your important task. Of course, I know that you on your side have grievances to be remedied, and these must be dealt with. They will be.

War strategy is being constantly debated in Parliament - most of it in secret, but it needs little imagination to realise that strategy is linked closely with production. Strategy is the clue, and production the answer - or one of the answers. Building trades operatives can help to provide that answer. Building workers have a war emergency wage agreement; it would be nice to know that they had also a war emergency production agreement, which helped to hoist Hitler and noose the Nazis.

The Government is evidently aware of the importance of building work, but it has not been content to leave our labour to the hazards of private enterprise in times when private enterprise does not meet the occasion of a crisis. There can be no reasonable objection against a system of control and direction if it operates for the public good and not administered merely for the few. A well-organised body can, even in war time, have some say in the way it is controlled and directed.

BRITISH BROADCASTING CORPORATION.

18/6/41 - No. 28

"SPLENDID SPIRIT" OF DURHAM MINERS

Mr. D. R. Grenfell, M.P., Secretary for Mines, has sent the following message to Mr. W. Lawther, of the Durham Miners' Association:-

"I am very glad to hear that the Durham miners have agreed to forego their annual holiday this summer so as to enable the maximum output of coal to be obtained. I feel that each man who gives up his normal holidays will be making his own individual contribution to provide the supplies of coal necessary for the successful maintenance of the war effort during next winter.

"I would like to take this opportunity of saying how much I appreciate the splendid spirit of the men in your district. Please convey this message to your members."

MINES DEPARTMENT.

18.6.41. No.29.

Part-time Civil Defence workers who lose earnings through being on duty during their normal working hours may now claim up to a maximum of 12/- instead of 10/- a day for men and 8/- instead of 7/- for women, but the total in a week must not exceed 70/- for men and 47/- for women, these being the weekly rates of pay of whole-time personnel.

The increase has been made in consequence of the rise in pay rates of whole-time workers.

MINISTRY OF HOME SECURITY

HITLER'S HALL MARK.GENERAL DE GAULLE'S MESSAGE TO LONDON MEETING

The Free French Press Bureau states:

A gathering of 2,000 people, celebrating today at the Cambridge Theatre, London, the first anniversary of the foundation of the Free French Forces, received a message from General de Gaulle, despatched from his Headquarters in the Middle East. This was read by Admiral Muselier, Commander-in-Chief, of the Free French naval forces. It contained the following passages:-

"Doubtless the road is hard and bloodstained. The enemy knows what a decisive part the recovery of France would play against him in this national, world-wide and moral struggle. To prevent this, he has recourse to those same governments whose dishonour has placed them at his discretion. These people, in order to shield the enemy, not only make use of the abominable machinery of terror and lies which they have borrowed from their masters, but even take advantage of military servitude, and actually set up against us the living barrier of some professional troops. A shudder of horror ran through the world at the news that the men of Vichy were making the Empire soldiers fight against us and our allies in conjunction with German squadrons for the purpose of maintaining a bridgehead in the Levant for the Führer's forces.

"Such a treacherous scheme bears Hitler's own hall-mark. It is typical of his devilish genius to make use in this war of his, of the degradation of others. We need hardly say that nothing could do more to strengthen the Free French in their determination to wrest their country from his grip and to fight with all their might by the side of those who have sworn to break him. At the present moment, our soldiers, sailors and airmen are giving a glorious proof of this before Damascus, in the Chad, in Libya and in Abyssinia, as well as on every sea and in every sky."

Professor Cassin, secretary of the Council of Defence of the Free French Empire, described the activities of their forces and a film gave further illustration of these. The meeting was convened by the Association Française de Grand Bretagne. Admiral Muselier presided.

18/6/41 - No. 38

Air Ministry No. 4205

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

A very small number of enemy aircraft flew over coastal areas in the south-west this afternoon.

Up to 8 p.m. there were no reports of any bombs having been dropped.

One enemy bomber was destroyed last night in raids on this country.

18/6/41 - No. 39.

OFFICIAL ADMIRALTY COMMUNIQUE.

Our submarines, operating in the Aegean, report having torpedoed and sunk the Italian tanker, GIUSEPPINA GHARARDI, 3,319 tons. They have also destroyed three caiques being used by the enemy and an Italian schooner. The caiques were on their way to one of the German-occupied islands in the Aegean. One of them was laden with German personnel and stores and another was laden with drums of oil.

The Italian schooner was carrying troops, ammunition and stores and was on passage to another of the Aegean islands.

In the Central Mediterranean our submarines have also been active.

A southbound enemy supply ship of about 4,000 tons was sunk. Another supply ship of about 2,500 tons and a 500-ton auxiliary sailing vessel were also sunk.

ADMIRALTY, S.W.1.