

PILOT RAMS ESCAPING BOMBER

The story of a pilot who, flying at dusk, destroyed a Dornier bomber by ramming it, and so sacrificed his own life, can now be told.

The pilot and a comrade were on patrol off the south-west coast when they sighted the German bomber about a mile ahead. It was too far away to be definitely indentified at the time but it turned towards the coast.

The leader of the two Hurricanes came up to close range, when the enemy rear-gunner saw him, and opened fire. The fighter pilot identified the aircraft, and he and his comrade attacked from alternate sides and saw their bullets tearing into the enemy's wing.

The German bomber climbed towards cloud with the Hurricane leader firing into it. The cloud base was very low and it was clear to both fighter pilots that the bomber stood a good chance of getting away.

"I saw my comrade attacking from below," said the Hurricane leader. "He pressed home his attack until the Dornier was at cloud base and then, as it looked like disappearing, crashed straight into it. I saw a large part of his machine fall off after the collision and the rest dived into the sea.

"I circled the spot, and while doing so I saw the blazing Dornier plunge into the water."

7/8/41 - No.10.

AIR MINISTRY NEWS SERVICE.

Air Ministry Bulletin No. 4693.

R.A.F. FIGHTER OFFENSIVE SWEEPS

Continuing its 24 hour a day offensive against the Luftwaffe in occupied France, Fighter Command sent aircraft during the night to attack enemy aerodromes.

British and American built night fighters took part and bombs were dropped on the runways of several aerodromes. Hangars were set on fire and gun posts which tried to interfere were silenced. One of our returning fighters saw fires in the dockyard at Calais.

Right up to the last minute of daylight fighter pilots carried on their offensive sweeps. One squadron of Spitfires during the afternoon ran into "a general melee" with more than 12 Me.109's which were attacking four fighters of another squadron. Although the Mes. immediately broke away two of them were definitely destroyed, one being sent down in flames and the other shot into the sea. Several other enemy fighters were damaged but the final results of the combat could not be confirmed. One of these latter, however, had its air screw shot off and was last seen out of control three miles from the French coast.

One Spitfire pilot saw two Mes. diving for him head on. He outmanoeuvred them and came up on the tail of one which he chased into cloud firing his cannon and machine gun into it.

From these operations one of our night fighters has not returned.

BRITISH PRISONERS IN ENEMY HANDS

Next of kin, if able to identify the men from the information published are requested to advise the Casualty Branches of the Services concerned forwarding Regimental or any other details.

The following is the latest list of British prisoners of war as received from enemy sources:-

IN GERMAN HANDS

Gunner Harry TICKER or KICKER	Blackburn
" Thomas ODDY	Blackburn
" William BIBBY or BIDDY	Darwen
" Henry RITCHALL or MITCHELL	Liverpool
" Henry GRUNDY	Lower Darwen
" George HUNTLEY	E. Renton
Bombardier Wm. ROBERTS	Blackburn
Gunner Norman HARGREAVES	Clitheroe
" Henry KAY	Darwen
" Arthur KAY	Darwen
" Chas. MARBURY	Douglas
" Roy BATES	Bradford
" Christopher SHARPE	Downham
" Parker SPENCE	Downham
" Joseph TODD	Darwen
" Wm. JOHNSON	Hedley Heath
" John DONNELLY	Mill End
Lance-Bombardier Thos. DAWSON	Billingham-on-Tees
Gunner Earl VITTLE	Oswaldtwistle
" Walter HARGREAVES	Trowbridge
Lance-Bombardier Bert FIRTH	Langley
" Ronald LORD	Clitheroe
Bombardier John RHODES	Clayton-le-Moors
Gunner Samuel PARKER	Clitheroe
Lance-Bombardier Wm. LAWTON	Washington
Gunner Norman BENTON	New Seaham
Driver George RILEY	Padiham
Q.M.S. Henry FERNANDEZ	N. Shields
Gunner Wm. FERRIS	Manchester
" Joseph FORD	Manchester
" Robt. FOSTER	Gateshead
" Wm. GRADDIE	Manchester
" George HANNETT	Manchester

MINISTRY OF INFORMATION

7/8/41 - No.12.

OVERSEAS CORRESPONDENCE

The public is reminded of the rules about envelopes. These rules apply to all destinations overseas, outside the British Empire, and also to Canada, Northern Ireland and Eire.

A new envelope should be used, and if so desired, it may bear an address label. On the other hand it is not permissible either to affix any other kind of gummed label to a new envelope, or to adapt a used envelope for re-use by means of any gummed slip or tape.

POSTAL AND TELEGRAPH CENSORSHIP

CALLING ALL WOMENby Dorothy Thompson

Following is the script of Miss Thompson's broadcast,
1.15 p.m.:-

I have been asked again to say a few words to the women of England, and I welcome the opportunity. Of course I did not come to England to speak but to listen, to see, to visit, to learn. And I have learned a great deal and hope to learn more before I go back to my country in ten days' time. I have a great story to tell the women of America, and my only apprehension is that I shall not tell it accurately or eloquently enough. I shall tell them about you. I shall tell them about the women I have seen at the airstations, in the uniforms of the Airforce, doing all the work, accurately and brilliantly that can be taken off the shoulders of men; of the women I have met in the army and the admiralty, soldiers and sailors of a sort; of the wonderful women I have met in the relief stations and the hospitals, in the fire stations and the A.R.P., proving in every case that when it comes to fortitude and presence of mind, cheerfulness and sheer endurance, the women of Britain justify their greatest post, Shakespeare, who imagined and created the most winsome and proud women who ever walked the stages of the world. Thinking of these proud fighting and defending women reminds me of the words of the great Queen Elizabeth of your renaissance, who said, do you remember?

"Let tyrants fear; I have always behaved myself that under God I have placed my chiefest strength and safeguard in the loyal hearts and goodwill of my subjects; and therefore I am come amongst you as you see, not for my recreation and disport, but being resolved in the midst and heat of the battle to live or die amongst you all, to lay down for my God and for my Kingdom and my people my honor and my blood even in the dust. I know I have the body but of a weak and feeble woman; but I have the heart and stomach of a king, and of a King of England, too."

Yes, that is the way I shall think of the girls of the services, military and civilian - ladies with the heart and stomach of Kings, and Kings of England, too.

But I think, too, and I shall tell the women of America and Canada about the other women of England who serve England's cause and the world's cause in the most inconspicuous way. I shall tell them of the miners'

/wives

wives, who push their bit of meat across the table to the man of the family, to sustain him in his hard work; who back up and support the men who, having left the mines, go back into the pits to dig the black diamonds that turn the wheels and heat the homes and factories of this overworked island. I shall tell them of the wives of the airmen who watch their husbands planes speed out across the channel and never show for an instant the anxiety in their hearts. I shall tell them of the mothers separated from their children and grieving for them. I shall tell them of all the women who by their cheerfulness and patience hold together the morale of the families of this nation that seems to me to be, indeed, one big family.

I have always been glad that I was born a woman, but never so proud to have been born one as in these weeks among you. I know - and I hope British men will not mind my saying this - that it is always the women who in the end determine whether a country stands fast or cracks. The women of England have never been servile creatures, who think that sacrifice is the lot to which they were born. You have had too many great queens for that attitude, and you are a spunky breed. That is one difference between you and the German women who think that father is always right. Perhaps that's one trouble with Germany - no woman has ever had the audacity to tell her husband to stop that nonsense. Or, much better, to laugh at him when he becomes overblown. The woman who sticks by her man as a comrade and equal is the woman who will see Britain through.

But I am not going home merely to praise you, but to use the only weapon I have, a pen and a voice, to get more help for you. My job is not here, it is over there. It is to support the President, to press for more speed, and to help in my small way to put increased heart into our effort. Everything in this world runs on heart and emotion. Intellect can show the way, but it's feeling that impells the action. And I know that if I can make the women of America imagine the women of Britain, they will get a move on.

For the love that you have shown me I have no adequate words of thanks. I can only say that I return it, with the most sisterly feelings.

BRITISH BROADCASTING CORPORATION

7/8/41 - No.18.

BELGIUM & RUSSIA TO EXCHANGE REPRESENTATIVES

Monsieur Spaak, Foreign Minister of Belgium, and Monsieur Maisky, Ambassador of the U.S.S.R. in London, met at the Secretary of State's room at the Foreign Office today.

Arrangements have been made for the exchange of representatives between the Governments of the U.S.S.R. and Belgium.

FOREIGN OFFICE NEWS DEPARTMENT.

7th August, 1941 :-

7/8/41 - No.19

MIDDLE EAST WAR COMMUNIQUE

The following communique was issued from G.H.Q., Cairo to-day, 7th August, 1941 :-

LIBYA Extremely heavy dust storms have temporarily limited the activities of our raiding parties in the Tobruk area, but under cover of the dust, one of our fighting patrols attacked an enemy post inflicting casualties and capturing prisoners and weapons.

In the Frontier Area, our artillery and machine guns engaged the enemy and one of our patrols surprising a small enemy column took a prisoner.

MINISTRY OF INFORMATION (MILITARY AFFAIRS)

7.8.41 - No.20

Air Ministry No.4694

AIR MINISTRY COMMUNIQUE

Blenheim aircraft of the Bomber Command searching for enemy shipping in daylight yesterday bombed a small convoy escorted by a destroyer off the coast of Holland. After the attack one of the ships was seen to be down by the stern with smoke pouring from it.

Last night, although the weather was even less favourable than on the previous night, forces of aircraft of the Bomber Command attacked objectives in the cities of Frankfurt, Mannheim and Karlsruhe. More large fires were started and a considerable weight of bombs was dropped in each city. Eight aircraft are missing from the night operations.

Aircraft of Fighter Command attacked a number of aerodromes in Northern France during the night. One aircraft is missing from these night patrols.

Coastal Command aircraft torpedoed an enemy vessel off the Norwegian coast during the night and also bombed an aerodrome in Norway.

One aircraft of Coastal Command is missing from patrol yesterday.

7/8/41 - No. 21.

BRITISH PRISONERS IN ENEMY HANDS

Next of kin, if able to identify the men from the information published are requested to advise the Casualty Branches of the Services concerned forwarding Regimental or any other details.

The following is the latest list of British prisoners of war as received from enemy sources:-

IN GERMAN HANDS

Naval Lieutenant ALISTAIR TREVITHIC EASTON.

Sub Lieutenant ROBERT STANLEY MILLER.

~~Naval Lieutenant~~ JOHN PERRABY OLSEN.

Naval Lieutenant HUGO HASTINGS BRACKEN.

Naval Lieutenant HAROLD FREDERICK BOND

Lieutenant EDWARD LANCASTER.

Lieutenant DAVID MILES LUBBOCK.

Sub-Lieutenant ARTHUR PERCIVAL KEEP

Sub-Lieutenant TOM EADIE BLACKLOCK.

Sub-Lieutenant CHARLES VYVYAN HOWARD.

Sub-Lieutenant GERARD LUPTON TURNER.

Lieutenant DONALD EDWARD POLMEET.

Lieutenant ROBERT ROSS TAYLOR.

Sub-Lieutenant PETER JOHN GREENSLADE.

Sub-Lieutenant WILLIAM WALTER PARSONS.

Lieutenant PECKUP

Lieutenant MILES.

Lieutenant HARRY GRIFFIN.

Sub-Lieutenant BELLAIRS

Lieutenant BULFORD.

MINISTRY OF INFORMATION.

7/8/41 No: 24

GUNNERS WILL HIT MORE RAIDERS

Lieutenant -General Sir Frederick Pile, Commander-in-Chief of the A.A. Command, speaking today on a gun site near London, predicted greater successes for gunners when the Germans again attack this country.

Sir Frederick said that as the nights grew shorter they would be once more faced with German raids. He added "Your successes have increased in a most gratifying way. The training which everywhere is so much in evidence cannot fail to result in even greater successes. The work you all did last winter has not gone unnoticed."

Sir Frederick accepted the gift of a "Gramovan" from Sir Sydney Abrahams on behalf of Ceylon tea planters. The Gramovan, which is mobile, will travel to units all over the country. It will be equipped with over 200 records of every type of music to give gunners and searchlight detachments 'musical hours' when they are off duty.

He mentioned that the first mobile cinema unit presented by Fort Jameson, Northern Rhodesia, many months ago was shortly going back on the road after receiving repairs. It was damaged during a blitz.

WAR OFFICE

7.8.41. - No.25.

Air Ministry News Service

Air Ministry Bulletin No. 4695.

SUPPLY SHIP TORPEDOED

A German supply ship, attempting to slip northwards along the Norwegian Coast, was torpedoed early this morning by a Beaufort aircraft of the Coastal Command.

Flying through low cloud and rain south of Aalesund, the Beaufort pilot sighted the ship only when it was less than 1,000 yards away. He dropped his torpedo, and banked steeply. The gunner in the Beaufort's rear turret saw the torpedo run on its course and hit the vessel amidships.

"There was a huge explosion, " he said, "but as we didn't hang around too long, I couldn't see what happened after that."

He saw enough, however, to convince him that the ship was either sunk or put out of action for a long time to come.

A daring low-level bombing attack was made on Mandal Aerodrome in Southern Norway by another Beaufort.

The Germans were taken completely by surprise, and the flarepath remained lit until the Beaufort was right overhead.

"I circled the aerodrome looking for a target, and finally selected a large building, which may have been a hangar," said the pilot. "We dropped our bombs in a salvo and the gunner saw debris shoot into the air a few seconds later ".

HITLER'S ATTACK ON RUSSIA WILL

INEVITABLY BRING AMERICA IN

By Dorothy Thompson

Following is an English version of the talk to be given
to Germany at 10.0 o'clock tonight:-

My name is Dorothy Thompson. I am an American, speaking from London.

I am a pastor's daughter. Christian and Protestant, and the wife of
Sinclair Lewis, the Nobel prize winner for literature in 1930, the author of
Babbitt and Martin Arrowsmith.

I lived in Germany as a correspondent for the American Press from 1920 to
1928 and afterward I returned every year as a special writer for American magazines,
until 1934 when I was asked by the Gestapo to leave the country because I had written
things adverse to the National Socialist regime.

I say these things because you have a right to know who speaks to you, with
what authority that person speaks, and nobody has a right to speak these words who
does not take the full responsibility for his words.

I know Germany and I love Germany, and I believe in Germany. I hate and
loath this insane war. But I am not neutral in this war. I want Britain to win it.
I want Britain to win it not because I am pro-British in the usual sense of the word,
but because I believe that in this war the British cause is the cause of every nation
and of every people.

I am pro-human and pro-peace. I have hated and fought the National Socialist
regime since 1933 because as a journalist who had followed its rise closely and
intelligently I was convinced from the outset that the so-called revolution was
merely a smoke screen behind which your Leader and the clique round him were preparing
and plotting this ghastly war.

I had read Mein Kampf in 1924 before most Germans had ever seen a line of it.
I was convinced that your Leader intended to carry it out line for line - to attack
France, destroy her utterly, turn on Russia and with the continent and Eurasia in
his hands dictate terms to the whole world. I tried to warn the world that that
was his intention. I did not imagine this as his intention. I learned it from a
close study of Nazi literature.

I hated and fought the Nazi regime because I believed that it would destroy
Europe and destroy Germany and destroy the whole of Western civilisation if it were
allowed to run its course unchecked. I appreciated the idealism of millions of
German youth, I appreciated fully the distress and heartbreak of Germany after the
last war. I criticised for fifteen years the policy of France in trying to keep
Germany weak by a series of military alliances.

I wanted to see a strong free prosperous Germany in a strong, free, prosperous
Europe.

So also did England. Since 1924 the policy of England was to aid in the
rehabilitation of Germany. That was also the policy of the United States. Neither
England nor the United States were afraid of Germany's industrial power, her energy,
her growing fleets of merchant ships, her commercial sagacity. Why, are there huge
American and British investments in Germany.

We had come gradually to realize that the health of our own nations depends
upon the health of all. I wish you to understand this, while I speak to you.

/ I learned

I learned your language in order to promote a better understanding between your country and mine. When the Nazis came to power I was in Germany and upon my return I was the first American writer asked to go to Germany and present the Nazi case to Americans. I refused because I would not write a word in praise of a regime that was built on lies, persecution, deceit and false promises, and had but one aim: War.

In those days we were told that the aim of the Nazis was to establish a Volkstaat and unite all Germans within the Reich. Most of the world believed it. You found British apologists for it. Lord Astor, in the United States shortly before the Anschluss, defended the union of Austria with the Reich. The Chamberlain Government actively assisted in the return of the Sudetenland to Germany on the promise that this was Hitler's last territorial demand in Europe. My British friends were annoyed with me when I said that the Nazis would take the whole of Czechoslovakia, then attack Poland, under one pretext or another, and with the eastern allies of France out of the way attack France through Belgium and Holland.

You are risking your lives in listening to me and therefore you have a right to know on what authority I speak. I speak because so far I have not been wrong in a single prediction about the course your Government would follow.

In only one instance have I been wrong. I did not think that Hitler would ~~at this moment attack~~ Russia. I did not think he would be so stupid.

The policy of Russia was to stay out of this war. If you are told that Russia was planning to attack you, you have been merely told another of Dr. Goebbels's whopping lies. Russia was prepared to fight over Czechoslovakia in conformity with her alliance with France.

I am no communist but I must say for Soviet Russia that she has so far kept all her commitments. But Russia was relieved from the alliance by the French failure to defend Czechoslovakia and welcomed the opportunity to be spared the exhaustion of her resources and her men.

The Comintern has always followed the foreign policy of the Soviet Government. On the very eve of your government's attack on Russia the Daily Worker, Communist Organ in the United States, was urging America neutrality and advocating that America follow Russia's policy of keeping strictly aloof from the war. The Communists were the best friends you had in America.

Until the Nazi regime, furthermore, Soviet Russia was the best friend Germany had in Europe. Soviet Russia was the first country to conclude a highly favourable treaty with you after the 1st war. Soviet Russia protested continually against the Treaty of Versailles. When she was let out of the French-Czech defensive Alliance, she gave you a benevolent neutrality. True she divided Poland with you, but as a measure of precaution, which, as it turns out was not humanly justified but was strategically understandable.

/Therefore

Therefore, this newest campaign of your Leader is but another wanton attack on a neutral power. And the consequence for you will be that it will inevitably and certainly bring America into the war as an active instead of a passive partner.

I am not speaking officially, but from a certain appraisal of the situation.

I wish that you would once study geography, my dear friends. Your Government's forcing of Russia into the war affects drastically the situation in the Far East, for Russia is both a European and an Asiatic power. Your Leader's constant agitation of Japan has set adrift the whole situation in the Pacific where the United States has important interests and the Russian war makes it clear that this is no mere European struggle but a war involving the whole planet and both oceans.

This distresses me beyond measure. It distresses me because it means that this will be a long war, a very serious war, a war with terrible casualties of life and wealth and a war that will drain the very life-blood of what used to be, at any rate, our common heritage of western culture.

In my belief, for whatever my estimate is worth, you cannot possibly win this war. The great reserves of energy, resources, intelligence, and above all the sentiments of three fourths of the people on this globe are against you. I should like to speak with you about this specifically next time.

BRITISH BROADCASTING CORPORATION.

FROM THE MINISTRY OF FOOD

Refreshments in Public Air Raid Shelters

The Ministry of Food has made an Order authorising certain Councils to provide refreshments in public air raid shelters within their areas, and regulating conditions under which refreshments may be supplied. The Councils concerned are those of the County Boroughs of Bradford, Doncaster, Halifax, Huddersfield, Kingston-upon-Hull, Leeds, Rotherham, Sheffield and York.

The Order is on the same lines as those already issued for London, Liverpool, Coventry and other towns.

Persons or firms appointed as caterers in the shelters will be specially licensed and will work under the general directions of the Councils concerned.

Extra Rations for Harvest Workers

The Ministry of Food wishes to make it clear that the arrangements for harvest workers to obtain extra allowances of cheese, tea, sugar and margarine, apply to all farms, whether large or small, and also to smallholders who employ a few extra workers at harvest time.

The extra allowances are available to working farmers and smallholders, as well as to their employees.

WAR OFFICE ORDERS

No. 32 issued on 7th August, 1941

PART III

HOME GUARD

The undermentioned members of the Home Guard to be appointed as follows :—

To be Cols. and Zone Comdrs. :—

The Earl of ELGIN & KINCARDINE, K.T., C.M.G., T.D., (Hon. Col., R.A. (T.A.)), (T.A. Res.), (Brig. King's Bodyguard for Scotland), t.a., 16th June 1941.

Lt.-Col. F. W. Mackenzie, from Second in Comd. to Zone Comdr., 1st July 1941.

Lt.-Col. S. A. Smith, M.C., from Bn. Comdr., 1st July 1941.

To be Lt.-Cols. and Second in Comd. to Zone Comdrs. :—

Maj. C. E. Banbury, from Asst. Zone Comdr., 8th July 1941.

Capt. E. R. C. Wyatt, C.B.E., D.S.O., from Asst. Zone Comdr., 8th July 1941.

To be Lt.-Col. and Group Comdr. :—

Maj. G. D. Jebb, C.B., C.M.G., C.B.E., D.S.O., from Second in Comd. Bn., 1st June 1941.

To be Lt.-Col. and Zone Medical Adviser :—

Henry Kenneth COWAN, M.D., B.Ch., D.P.H., 1st Feb. 1941.

To be Lt.-Cols. and Bn. Comdrs. :—

George BROWN, M.B.E., 1st Feb. 1941.

Maj. A. C. Soutten, M.C., from Coy. Comdr., 31st Mar. 1941.

The appt. of the undermentioned is as now stated and not as in War Office Orders No. 23/1941 :—

To be Maj. and Staff Off. :—

John Leonard JESSE, C.M.G., C.B.E., D.S.O., (Col. ret. pay).

Col. and Zone Comdr. M. E. Lindsay, D.S.O., relinquishes his appt., 16th June 1941.

Lt.-Col. and Bn. Comdr. R. J. W. Wilson, relinquishes his appt., 31st Mar. 1941.

Col. and Zone Comdr. E. J. King, C.B., C.M.G., T.D., A.D.C., resigns his commn., 1st July 1941.

A. N. FLOYER-ACLAND,

*Lieutenant-General,
Military Secretary.*

HOW GERMANS LOOTED FRENCH VEHICLES.

Among the secret documents of the "Direction des Services Administratifs" of Vichy found by the Allies in Syria were astonishing details about mass seizure of French rolling stock, very convincing of the desperate needs of the Reichsbahn (German state railway).

To remedy this shortage, more deeply felt every month, French rolling stock was looted immediately after the Armistice.

By August 4, 1940, 375,000 carriages remained of the 450,000 existing in September 1939. By the beginning of this year, only 250,000 carriages were left to France, that is, just over a half of the French stock prior to the armistice and an amount far below France's vital needs.

By thousands, lorries and motor cars were taken, but the Germans have been specially strict about military transport of all kinds.

As regards caterpillar vehicles, the Vichy "Bulletin" of February 15, 1941, reads:

"The German demands in this field reach their limits. Arguing that it was within its rights to obtain more disarmament guarantees in order to proceed with the war against Britain, the German armistice commission requested the delivery of all caterpillar vehicles which, up to then, were only kept in stock under control: Engineer Corps caterpillars, cavalry troop carriers, caterpillar, infantry ammunition carriers, and tank-carrier trucks. These demands were put forward in the form of a plain 'diktat'."

HEADQUARTERS OF FREE FRENCH FORCES

7.8.41. No.36

PRESS NOTICE

Mr. Douglas Williams, Director of the American Division of the Ministry of Information, has been instructed by Mr. Brendan Bracken to proceed to Cairo for a six weeks' tour of the Middle East to examine newsfacilities and Press arrangements in that area.

On his return from the Middle East he will report fully to the Ministry of Information on existing conditions affecting news and photograph supply and distribution with a view to improving and accelerating the service.

MINISTRY OF INFORMATION

7.8.41. - No. 37

MINISTRY OF HOME SECURITY COMMUNIQUE

Up to 8 o'clock this evening there was no report of any bombs having been dropped.

BRITISH PRISONERS IN ENEMY HANDS

Next of kin, if able to identify the men from the information published are requested to advise the Casualty Branches of the Services concerned forwarding Regimental or any other details.

The following is the latest list of British prisoners of war as received from enemy sources:-

IN GERMAN HANDS

Sergeant Ernest A. Goold, High Meadow, Kingsbury, London.
Sergeant Kenneth Kemp, Coach House, Watton, Herts.
Sergeant William John Jackman, Richmond Gardens, Shepherds Bush, London.
Sergeant Graham Francis Breckon, Pt. Chevalier, Auckland, New Zealand.
Sergeant Edward William Perkins, Howard Street, Iffley Road, Oxford.
Sergeant Joseph Biel.
Pilot Officer Cheik.
Sergeant Hilken.
Pilot Officer C.F. Cookson. 30653
Sergeant G.W. Tabor. 754844
Sergeant Roy.
Sergeant Metcalfe.
Sergeant P.H. Beam. 918471
Sergeant Marris.
Pilot Officer J. Kosmoskior Kosmosgi.

MINISTRY OF INFORMATION

Air Ministry News ServiceAir Ministry Bulletin No. 4701AMERICAN FIGHTERS' RECORD

In their first month as a front line squadron of the R.A.F. Fighter Command, pilots of the American Eagle Squadron have shot down six German aircraft - five fighters and a Do.17 bomber.

The top scorer of the squadron is a 20 year old pilot who has bagged two fighters and the bomber. An ex-airline pilot has accounted for two, and one was shot down by the English leader of the squadron.

The Americans had their first big fight on July 2 when they were part of an escort for British bombers attacking targets near Lille. As the bombers unloaded, a large force of Me. 109's swept in to attack and in the dog fight the Eagles destroyed three of the enemy, the 20 year old member, the former air-line pilot and the English Squadron Leader each getting a victim. One American pilot did not return, but his colleagues believe him to be safe.

The Americans were keen to celebrate Independence Day on July 4 by shooting down more Huns and were pleased when they heard that they had again been detailed as an escort squadron for the bombers. But although several pilots fired at enemy fighters, only one saw any results. He caught an Me. 109 as it was about to attack the bombers and shot pieces off its tail.

Two days later the 20-year old pilot got his second Hun. "It sure is fun shooting up these rascals", he said. "The one I attacked went straight down and crashed near a wood. It was just as if the Me. were a 250 kilo bomb hitting the ground, for it blew up in a flash and a cloud of smoke". Other enemy fighters were badly shot up by other members of the squadron on that day.

Later in the month the ex air-line pilot scored his second success. His bullets blew the rudder and elevators off an Me., which went down in a jumble-dive and was later confirmed as being definitely destroyed.

7/8/41 - No.41

Air Ministry No.4702

AIR MINISTRY COMMUNIQUE

Blenheim aircraft of Bomber Command, escorted by fighters, carried out two offensive operations over Northern France today (Thursday) bombs were dropped on a German aerodrome near St. Omer and on enemy shipping and other targets near Gravelines.

None of our bombers is missing.

In the course of these operations, at least four enemy fighters were destroyed.

Ten of our escorting fighters are missing.

A fifth enemy fighter was destroyed by our fighters in offensive operations during daylight yesterday (Wednesday).

During last night's attacks on Germany one of our bombers destroyed a JU.88 night fighter.

Thursday August 7, 1941

MINISTRY OF INFORMATION

• NEWS BULLETIN NO. 459

STORAGE OF H.G. AMMUNITION

Storage of Home Guard ammunition and explosives is now to be controlled by a modified form of "Magazine Regulations" specially prepared for the use of the Home Guard.

Where the accommodation employed at present for the storage of these materials does not adequately meet the requirements of these new regulations, the adaptation or the construction of new accommodation is authorised.

The introduction of the regulations has met a pressing need; the general increase in the fire-power of the Home Guard had created a demand for greater and more adequate storage for the supplies of these materials distributed among the Home Guard.- War Office M. o. I. 1

RAIDERS' THREAT TO SOUTH AFRICA

MINISTER'S WARNING

An appeal to the people of South Africa for a greater realisation of the dangers confronting their country was made recently by Major P.V.G. Vanderbyl, Minister without portfolio.

"With enemy raiders constantly present in neighbouring seas", he said, "they might attempt hit-and-run raids on harbours, shipping and public services. There would be no warning of such raids and we must be prepared." - Issued by South Africa House (Through the Dominions Office Press Section) M. o. I. 2

HE COULDN'T HAVE IT ON A PLATE

In an army mess in South Africa one of the diners, noticing that the menu was decorated with V's and bore at the bottom the inscription "Victory - Vryheid", called to the dusky waiter, pointed to the words and said "Fetch me some of this."

The boy disappeared kitchenwards and returned presently with the reply:

"Cook baas says you must go fight for that." - Issued by South Africa House (Through the Dominions Office Press Section) M. o. I. 3

GERMAN REPRISALS IN BELGIUM

A report from Brussels states that an order has been issued by the German authorities to stop all family-allowances to families who have sons or members in the Belgian Army in Great Britain. - Ministry of Information (for Belgian Press Bureau). M. o. I. 4

Royal Air Force Awards No. 248.

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

Distinguished Service Order.

Acting Wing Commander Peter Fitzgerald WEBSTER, D.F.C. No. 21 Squadron. In July, 1941, this officer led a formation of aircraft which carried out a low level attack on the docks at Rotterdam. By extremely accurate navigation and excellent tactics employed by Wing Commander Webster, the formation was enabled to carry out a highly successful attack.

Shipping was attacked from mast height with the utmost determination, and seventeen large ships totalling some 90,000 tons were destroyed, whilst others totalling about 40,000 tons were damaged. The brilliant leadership, courage and skill of this officer contributed very materially to the magnificent success of the operation.

Since the beginning of June, 1941, Wing Commander Webster has participated in six operational missions, each of which has been an unqualified success.

Acting Flight Lieutenant George Geoffrey Davies, Royal Air Force Volunteer Reserve, No. 102 Squadron. One night in July, 1941, this officer was the captain of an aircraft which carried out an attack on Bremen. Over the target area the aircraft was subjected to heavy anti-aircraft fire whilst held in the beams of a concentration of searchlights. Nevertheless, Flight Lieutenant Davies continued his bombing run and was shortly engaged by enemy fighters. In the course of the action the rear gunner was killed and much damage inflicted to the aircraft causing it to go out of control at 10,500 feet.

In spite of great difficulties, Flight Lieutenant Davies, showing exceptional skill and admirable presence of mind, succeeded in regaining control after the aircraft had fallen some 7,000 feet. Coming out of the spin the aircraft was again attacked by enemy fighters but Flight Lieutenant Davies skilfully maintained a level flight and with a superlative display of airmanship succeeded in flying back to an aerodrome in this country where he landed safely without further damage to the aircraft or injury to his crew.

Throughout the whole of this most hazardous operation, Flight Lieutenant Davies displayed the utmost courage and determination, and was certainly responsible for saving the aircraft and the crew from destruction.

Bar to the Distinguished Flying Cross.

Wing Commander Alan McDonald BOWMAN, D.F.C. No. 39 Squadron. This officer has commanded the squadron since April, 1941, during which period it has carried out a large number of long distance reconnaissances. By his leadership, skill and determination, Wing Commander Bowman has contributed largely to the great successes achieved.

Acting Squadron Leader Peter Guy WYKEHAM-BARNES, D.F.C. No. 73 Squadron. This officer has been almost continuously engaged on active operation in the Western Desert since the war with Italy began. Since assuming command of the squadron he has displayed outstanding leadership and determination and has contributed in a large measure to its high standard of efficiency and fighting spirit.

Flight Lieutenant Paul Henry Mills RICHEY, D.F.C. No.609 Squadron. This officer has displayed great skill and coolness throughout the numerous operational missions in which he has participated and has destroyed at least nine enemy aircraft and damaged a further seven. As a flight commander he has invariably displayed a high sense of responsibility for the safety of his fellow pilots.

Distinguished Flying Cross.

Acting Wing Commander Thomas Noel PARTRIDGE, No.18 Squadron. In July, 1941, this officer participated in an attack against enemy shipping at Le Havre. By his skilful leadership, the formation was enabled to carry out an attack from a low level. In spite of accurate anti-aircraft opposition the operation was carried through with great determination and resulted in a loss to the enemy of some 18,000 tons of shipping with a further 4,500 tons damaged. Wing Commander Partridge scored direct hits on the largest ship in the outer harbour. By his careful preparation for the flight and his determined and courageous leadership throughout, Wing Commander Partridge contributed materially to the successes obtained.

Acting Squadron Leader Kenneth Cadham FORSYTHE, No.110 Squadron. In July, 1941, this officer participated in an attack on an enemy convoy consisting of five merchant ships with five escorting destroyers. As a result, one merchant ship of 7,000 tons, with ammunition on board, blew up, and another 6,000 ton ship was so severely damaged that, about an hour later, only the stern was above water. A third ship was also so badly hit that the speed of the convoy was reduced in consequence. This enabled Swordfish aircraft to complete the destruction of the disabled vessel and also to destroy another one. By his splendid leadership and skill, Squadron Leader Forsythe contributed materially to the brilliant success of this operation.

Acting Squadron Leader Whitney Willard STRAIGHT, M.C., Auxiliary Air Force, No.242 Squadron. This officer has participated in many engagements against the enemy throughout which he has displayed excellent qualities of leadership and zeal. He has destroyed at least three enemy aircraft one of which he shot down at night.

Flight Lieutenant Anthony John Mander SMYTH, No.55 Squadron. This officer has taken part in over fifty operational missions over enemy and enemy-occupied territory. He has led the squadron on many occasions and has at all times displayed the greatest keenness and determination, setting an excellent example to all.

Acting Flight Lieutenant Arthur Benjamin BROADLEY, Royal Air Force Volunteer Reserve, No.105 Squadron. One evening in July, 1941, this officer participated in a raid which was directed against shipping at Rotterdam. The attack was carried out from mast height and Flight Lieutenant Broadley succeeded in obtaining direct hits on an 8,000 ton ship, apparently under construction and nearing completion, in one of the harbour docks. Flight Lieutenant Broadley has participated in twenty-two operational missions and throughout has displayed great skill and courage.

Acting Flight Lieutenant Colin Hamilton McFIE, Auxiliary Air Force, No.616 Squadron. This flight commander has carried out many operational sweeps over enemy territory. He has at all times displayed efficiency and qualities of leadership which have proved of great value. He has destroyed two and damaged a further three of the enemy's aircraft.

Pilot Officer George Stanley Evan MORRIS, Royal Air Force Volunteer Reserve, No. 70 Squadron. This officer was rear gunner of an aircraft which was attacked from the rear with cannon and machine gun fire from three enemy fighters while making a run over Nasrulla aerodrome. The enemy's first burst of fire destroyed the hydraulic system of the rear turret and wounded Pilot Officer Morris in the abdomen and right leg. Despite his wounds he operated his turret by hand and fired a long burst into one of the attacking fighters, which burst into flames and crashed.

The remaining attackers concentrated on the rear turret which was shot to pieces. Pilot Officer Morris however, continued to keep his guns in action and fired another long burst of fire which, with one from the front gunner, entered another of the enemy fighters and caused it to dive towards the ground. It was probably destroyed. Further bursts from the front and rear guns were fired into the remaining fighter causing it to break off the engagement. Throughout the action Pilot Officer Morris set a splendid example of courage and endurance.

Distinguished Flying Cross.

Pilot Officer William Jeffrey REES, Royal Air Force Volunteer Reserve, No. 75 (N.Z.) Squadron.

Distinguished Flying Medal.

952538 Sergeant Ivan William LEWIS No. 75 (N.Z.) Squadron.

One night in July, 1941, Pilot Officer Rees and Sergeant Lewis were the captain and wireless operator respectively of an aircraft which attacked a target at Duisburg. Although the aircraft was hit by anti-aircraft fire, Pilot Officer Rees persisted in his attack and completed a successful run over the target. On the return journey whilst over the Ruhr, the aircraft was held in the beams of a large searchlight belt and subjected to an attack by an enemy fighter which inflicted severe damage. The second pilot was killed and two other members of the crew dangerously wounded, while Sergeant Lewis was badly shocked and rendered temporarily deaf when a cannon shell exploded close to him.

Nevertheless, realising that his captain was without aid and could not leave the controls, Sergeant Lewis tended his wounded comrades afterwards collecting the navigator's log and maps and assisting him in setting out the courses.

Pilot Officer Rees, with exceptional skill, finally overcame all navigational difficulties and, helped by Sergeant Lewis who had repaired his wireless set and obtained bearings, flew back to this country where a safe landing was made. Pilot Officer Rees displayed outstanding courage and determination in extremely harassing circumstances and was ably assisted by Sergeant Lewis who showed great fortitude and initiative. Both have participated in numerous operational missions.

Distinguished Flying Medal.

N.Z. 391352 Sergeant Reginald Joseph Cowan GRANT, No. 145 Squadron. This pilot has taken part in twenty-two operations over enemy territory during which he has destroyed two enemy aircraft and damaged several others. His keenness and devotion to duty have set an excellent example.

745790 Sergeant John Anthony HUGHES-REES, Royal Air Force Volunteer Reserve, No. 609 Squadron. This airman has completed a large number of operational sorties against the enemy and has destroyed at least four of their aircraft. In every engagement he has shown courage and enterprise.

AUS. 400019 Sergeant Reginald Daly Mohr No. 39 Squadron. This airman was the observer of an aircraft which carried out a long distance reconnaissance over enemy territory. In the course of the flight the pilot became incapacitated and fell over the controls. The aircraft went into a dive and Sergeant Mohr, with great coolness and initiative, fitted the auxiliary control and succeeded in

regaining control of the aircraft after it had lost height for some 4,000 feet. He then flew safely back to base before handing the controls over to his pilot who had recovered sufficiently to land the aircraft safely. By his initiative and promptitude, Sergeant Mohr saved the aircraft and crew from becoming a loss.

741982 Sergeant Arthur Gordon PALMER, Royal Air Force Volunteer Reserve, No.609 Squadron. This airman has taken part in eighty-eight operational sorties. He has at all times shown tenacity and great devotion to duty and has destroyed one of the enemy's aircraft.

NOTES ON CAREERS.

Acting Wing Commander Webster, D.F.C. was born at Merthyr Tydfil in 1914. He was educated at Warren Hill, Eastbourne, Clifton College, and the Technical College, Cardiff. He was commissioned in 1936. His home is at Merthyr Tydfil. He was awarded the D.F.C. in July, 1940, when Acting Squadron Leader. When he was awarded a Bar to the D.F.C. in June, 1941 it was stated (A.M.B. No.4111):

"Acting Wing Commander Peter Fitzgerald Webster, D.F.C. No.21 Squadron. In May, 1941, this officer was the leader of a squadron which attacked an enemy convoy of five large cargo vessels protected by three armed ships. Wing Commander Webster pressed home his attack in a most determined manner, scoring direct hits on one of the larger ships, which was left enveloped in clouds of smoke and was almost certainly sunk. As a result of the attack three ships were left in a sinking condition,

"Whilst reforming his squadron the formation was attacked by Messerschmitt 109's, one of which was shot down into the sea. By his splendid leadership and cool judgment, Wing Commander Webster contributed in a large measure to the success of the operation".

Acting Flight Lieutenant Davies was born at Wavertree, Liverpool in 1920. His father lives at Woolton. He enlisted in the R.A.F.V.R. in September, 1939, and, after being trained as a pilot, was commissioned in October, 1940.

Wing Commander Bowman, D.F.C. was born in 1911 at Kinvarra Park, Tasmania, and was at Berwick and Launceston Grammar Schools. He was a cadet in the Royal Australian Air Force before being commissioned in the R.A.F. in 1932. He won the D.F.C. in October 1940 when a Squadron Leader.

Acting Squadron Leader Wykeham-Barnes D.F.C. was born at Sandhurst in 1915. His home is at Chelsea. He entered the R.A.F. as an aircraft apprentice in 1932, became a cadet at Cranwell and passed out as pilot officer in 1937. In August 1940 he was reported missing, but was later found to be safe. He won the D.F.C. in November 1940, when it was stated (A.M.B. No.2376):

"This officer was the first pilot of his squadron to engage the enemy. In a combat with twelve enemy fighters he shot down two, and has since destroyed at least five and shared in the destruction of one other. On one occasion he was himself shot down and forced to return on foot to his base. He has displayed dauntless leadership and the finest fighting spirit."

Flight Lieutenant Richey D.F.C. was born at Chelsea in 1916. He was educated at Montreux, Switzerland and Downside School. He was commissioned in 1937. He won the D.F.C. in November 1940.

Acting Wing Commander Partridge was born at Finedon, Northants. His wife lives at Wistow. He was at Wellingborough School, Northants, and was commissioned in 1936. He became Squadron Leader in May 1941 and Acting Wing Commander in July.

Acting Squadron Leader Forsythe was born at Winnipeg in 1920, and was educated at Kelvin Technical High School. He was accepted in Canada for a commission in the R.A.F. in 1938, and was trained in this country. He was graded as Pilot Officer in September 1939. He was promoted Flight Lieutenant in June 1941, and Acting Squadron Leader in July.

Acting Squadron Leader Whitney Straight M.C. was born in New York in 1912, and was educated at Trinity College, Cambridge. After being granted British nationality he was commissioned in No. 601 (County of London) Squadron of the Auxiliary Air Force in March 1939. He was promoted Acting Squadron Leader in April, 1940 when he was detached for special duties in Norway. He was severely wounded in Norway and won the Military Cross for his services there.

It was reported on August 1st last that he had been shot down over France. He ordered the other pilots of the squadron to return to base, saying that he was going to force land in France. His aircraft was seen gliding down over the coast (A.M.B. 4646).

Flight Lieutenant Smyth was born at Wallsall in 1915. His father lives at Wombourne, near Wolverhampton. He was educated at Wells House, Malvern Wells, Charterhouse; and London University. He enlisted as a pilot in the R.A.F.V.R. in 1937 and was commissioned in 1938. He was promoted Flight Lieutenant in September 1940.

Acting Flight Lieutenant Broadley was born at Southampton in 1915. His father lives at Swanage. He enlisted in September 1939, became a sergeant pilot and was commissioned in November, 1940.

Acting Flight Lieutenant MacFie was born at Cheltenham in 1920. His father lives at Leamington. He was at Epsom College and was commissioned in No. 611 (West Lancashire) Squadron of the Auxiliary Air Force in March 1939. He was promoted Acting Flight Lieutenant in 1940.

Pilot Officer Morris was born at Gowerton, Glamorgan in 1910. He was commissioned in July 1940.

Pilot Officer Rees was born at Seaham, Sunderland. His father lives at Headon, County Durham. He was at Argyll House School, Sunderland, and Pocklington School, East Yorks. He enlisted as pilot in the R.A.F.V.R. in May 1939 and was commissioned in October 1940.

Sergeant Lewis was born at Dudley, Worcestershire in 1917. His father lives at Worcester. He was an insurance agent before enlisting in February 1940, as wireless operator.

Sergeant Grant was born in 1914 at Woodville, Hawke Bay, New Zealand. His sister lives at Auckland. He was a metal spinner before enlisting in November, 1939, as pilot. He was trained under the Empire Air Training Scheme.

Sergeant Hughes Rees was born at Streatham in 1920. His mother lives at Newport, Pembrokeshire. He was a clerk before enlisting in April, 1939 as pilot.

Sergeant Mohr is an Australian. He was trained under the Empire Air Training Scheme.

Sergeant Palmer was born at Walthamstow in 1915. His father lives at Chingford. He was a clerk before enlisting in September 1938, as a pilot.

Photographs of Squadron Leader Whitney
Straight and Flight Lieutenant Richey
are available at P.N.A. 30, Fleet Street,
E.C.4.

Directorate of Public Relations,
Air Ministry,
King Charles Street,
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7.8.41.