



THE STARS AND STRIPES



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Monday, April 19, 1943

U.S., British, Russians Hit Nazis by Air

Allies Blast Axis Ships And Troops

Allied Infantry Captures Heights Overlooking Tunis Plain

ALLIED HQ, North Africa, Apr. 18 (AP)—The Allies waged a war of attrition on Rommel today, damaging or sinking six ships and destroying 42 Axis aircraft, while land activity was confined to patrols in northern Tunisia.

Royal Navy planes and American Flying Fortresses combined in attacks on Rommel's sea lanes, with Navy motor torpedo-boats and torpedo planes torpedoing two ships of an Axis convoy off Tunisia, while Fortresses scored direct hits on four ships in Palermo harbor.

Allied air activity, both night and day, was intense, with Wellingtons hitting Bizerta at night and RAF and American medium bombers waging a ceaseless onslaught on the Luftwaffe's Tunisian airfields.

The best that the Luftwaffe could do was to strike a feeble blow at Algiers in a brief night raid, killing 15 nuns in a convent and injuring several others.

Royal Navy torpedo boats, operating right off the Gulf of Tunis night before last, sighted a German convoy of supply ships escorted by destroyers. The torpedo boats burst through the destroyer screen and sank one merchantman, Royal Navy dive-bombers and torpedo boats then attacked the convoy, aided by flares, scoring direct hits with a torpedo on a tanker.

Allies Control Heights

Attacking in darkness and early dawn up steep green slopes, Allied infantry, supported by massed artillery, yesterday recaptured all the heights temporarily lost in this area to Nazi counter-attacks.

The new success gave the Allies a string of peaks cutting across the mountain range parallel to the Medjez El Bab-Tebourba road.

A night and day's fighting re-established the British troops on top of the hills called Bou Diss and Tannoucha, each of which was heavily counter-attacked by the Germans the day before. With the Allies within 25 miles, on a direct line, from Tunis in this sector the Nazis contested each foot of the territory.

The German command has heavily fortified the perimeter on which the line has momentarily become fixed, and there was every indication that the battle from now on would be a matter of "eating away" these points of resistance. The fortified hills must be blasted by bombs and artillery and then occupied by plodding infantry, who, as the war goes on, are becoming even more the centre of the great fighting machine.

(Algiers radio said that "Italian occupation troops in Greece have been recalled and hurriedly sent back to Italy.")

Forts Hit Ferryville

In daylight, Flying Fortresses attacked the harbor at Ferryville, near Tunis, scoring hits on the docks, while another formation struck Palermo. Despite intense fighter opposition the Fortresses hit three merchant vessels and tankers and a floating dry-dock. In fighting their way back, the Fortresses, with Lightning escort, shot down 17 German planes.

Kittyhawks and Spitfires of the desert air force, sweeping the Gulf of Tunis, shot down five ME110s, one SM81 and a MA202.

Wellingtons and RAF Bisleys and French bombers, working as a team, bombed Sebala airdrome in northwest Tunisia and St. Marie Du Zit.

American Mitchells completed the air activity by smashing explosives down on the Axis railway yards at Mateur.

Marauder's Bomb Hits Axis Plane in Mid-Air

ALLIED HQ, North Africa, Apr. 18 (UP)—A "million-to-one" bomb from a Marauder yesterday destroyed in mid-air a Messerschmitt 109 which came up to attack the bomber near Oudna airdrome, south of Tunis. The Marauder was one of a formation which attacked the airdrome.

"He disintegrated in the air and in a flash he looked like a ball of fire," said the bombardier, Lt. David L. Payne, from Colorado.

Where the Allied Air Forces Struck



Five days of bombing saw American, British and Russian air forces hit these Axis targets. Heaviest raids were at Pilsen, Mannheim, Spezia and Stuttgart by the RAF, and Lorient, Brest and Bremen by the Eighth Air Force. From North Africa the Allied bombers struck at targets in Italy and Sicily. Russian bombers have blasted Koenigsberg. Both the RAF and USAAF carried out smaller-scale attacks on targets in France.

Eisenhower Says Campaign In Africa Now at Its Climax

ALLIED HQ, North Africa, Apr. 18 (UP)—Gen. Dwight D. Eisenhower, Allied commander-in-chief in Africa, told a press conference here yesterday that operations in the African campaign had "worked out according to schedule" and the climax now had been reached.

Reviewing briefly the entire North Africa campaign, the general said that Tunisia was from the start the battlefield of the Allies' own choosing.

After the successful landings in November, the Allies decided to take the gamble of a thrust into Tunisia, but drew up short of taking Tunis and Bizerta because Axis aircraft at the time made that section of the Mediterranean "almost unbearable" for Allied shipping, he said.

Describes Americans' Part

Gen. Eisenhower said the American Second Corps had pinned down roughly 35,000 enemy combat troops during the offensive in the Gafsa-Maknassy area, enabling the Eighth Army to advance more rapidly. The enemy troops diverted, he said, included the 10th and 21st Panzer Divisions and at least a brigade of Mark Six tanks.

Second Corps troops, he said, had captured 4,608 prisoners and damaged or knocked out 69 tanks, of which 30 were definitely destroyed. They captured 150 field pieces, 150 machine-guns and a single enemy dump containing 45,000 mines and anti-personnel bombs.

Gen. Eisenhower placed American casualties in the Gafsa-Maknassy area fighting at 4,372 killed, wounded and missing, of which 859 were missing.

American troops, he added, are "improving in quality and quantity daily. By the end of this campaign we are going to have a superb fighting machine trained in actual warfare against the best the enemy has to offer."

In reviewing the campaign, Gen. Eisenhower said that when it was decided to strike eastward from Algeria "the British gave a perfect example of bold, dashing offensive with light forces when they sent their groups far to the east."

(Continued on page 2)

Germany Is Unable to Foresee Future Now, Goebbels Admits

A surprisingly frank admission that the German Government could not foresee the future at this point is made by Propaganda Minister Goebbels in his weekly article in Das Reich.

"We can no longer turn back, or even hesitate," he wrote. "We were always in favor of frankness as regards the presentation of the military situation to our people, as well as to world opinion. We are no friends of swindles which are later refuted by developments. A policy of bluff which could still be practised during a world war has, in our opinion, completely lost its effect in this war. This is because the people, the German people in particular, have reached a high standard of political maturity."

"One must, however, concede the right of the Government to make a mistake. No one could have foreseen how this war was going to go. Two years ago one could still speak of a war of some peoples fighting against some great powers. Nowadays there is no question of anything but war between whole continents.

"The lives and existence of the peoples involved in this war are at stake. As a result, the direction of the war has itself become progressively severe. The people which is first to adapt itself to reality will be best off. In 1918 the greatest misfortune of the German people was its straightforward abdication. If Germany failed a second time now it would mean perdition."

Photos Show Bremen Plane Plant Blasted In USAAF Day Raid

RAF Attacks Skoda Armament Factories After Double American Blow At Lorient and Brest

The Allied air offensive from bases in Britain mounted to 132 consecutive hours—six days and five nights—yesterday as fighters and bombers streaked across the Channel in daylight attacks on Nazi targets.

As the hours of the sustained offensive—longest this year—piled up, reconnaissance flights brought back from the continent a picture of mounting destruction of German armament works, plane factories, communications and military centers, brought about in a series of day and night raids since Tuesday which included some of the heaviest attacks of the war.

Over the weekend, American Flying Fortresses and Liberators struck two heavy blows: at the Lorient and Brest sub bases on Friday, and at the Focke Wulf airplane factories in Bremen, Germany, on Saturday.

The RAF's biggest attack of the year struck the big Skoda arms works in Pilsen, Czechoslovakia, and munitions plants at Mannheim and Ludwigshafen, Germany, on Friday night.

The Russian air force made it a three-cornered offensive with stepped-up blows Friday night on Danzig, Koenigsberg and Tilsit, all in the eastern domain of the Nazis, where they have been striking intermittently for the last two weeks.

The RAF suffered its heaviest loss in one night, Friday, losing 37 bombers on the Pilsen mission, and 18 over Mannheim.

The Eighth Air Force lost 16 planes in the unescorted mission to Bremen, more than twice its previous highest loss for a single day. Seven bombers were lost at St. Nazaire Jan. 1, seven at Wilhelmshaven Feb. 26.

On the Bremen raid the Flying Fortresses and Liberators reported "more than 50" enemy fighters shot down in the wildest aerial combat they had yet encountered in this theater.

While RAF Ventures and Allied fighters took up the fray yesterday in daylight blows at Dieppe, and other forces were striking in the occupied countries, reconnaissance photographs showed the vast damage the Forts and Libs left when they flew away from Bremen Saturday afternoon.

FW Plant Hard Hit

More than half the buildings of the plant which turns out the FW190s—the Luftwaffe's best fighters—have been destroyed or heavily damaged, according to a study of the photos. The two largest assembly shops were exceptionally hard hit, while blast damage is apparent across the entire factory area.

One large hangar was entirely destroyed, and the firing range was wrecked. A boilerhouse and paint shop were severely damaged, while two showers of bombs hit buildings in the eastern half of the works.

One of the component erecting shops, a vital section of the plant, was struck by a concentration of bombs.

The value set by the Nazis on the Bremen plant, the parent works of the Focke Wulf company, and the most important assembler of FW190s, was shown by the intense defensive action of the Luftwaffe and flak batteries.

The American crews, who have battled FWs for months in daylight raids over the continent, said they had been "looking forward to the day when we could get a crack at that FW factory."

Veteran crewmen of the American bombers said the flak looked "like a big storm cloud floating over the target."

Nearly every type of Nazi fighter was

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U.S. Civilians Must Wait Till '44 For Synthetic Tire

WASHINGTON, Apr. 18—The Army will get practically all of the new synthetic rubber automobile tires now being produced, and it will be the end of 1943 at least before the great bulk of America's passenger car drivers will be able to buy them, the Office of War Information said today.

A small quantity of synthetic rubber tires may be available for essential civilian driving—doctors, war workers and Government officials—but how many is still an open question. The summary was compiled following testimony by Rubber Director William M. Jeffers, before a Senate Committee, in which he said that on Apr. 8 we had 7,000,000 tires on hand. The country will need another 5,000,000,000 tires of synthetic rubber for normal use.

Figures Show Increase Of Bomb Weight on Foe

CAPETOWN, Apr. 18 (AP)—Bomber Command, which dropped 45,000 tons of bombs on enemy territory last year, 37,000 of them on Germany, already this year has dropped 32,000 tons of bombs, 22,000 on Germany, Capt. Harold Balfour, Under-Secretary of State for Air, said yesterday after he reached Capetown on a tour of inspection of South African air schools.

Aerial Offensive Hits War Plants In Nazi Cities

Germany Under Assault From Britain for 142 Consecutive Hours

(Continued from page 1)
encountered, including FW 190s, 110s, ME210s and JU88s.

Trying to win through by sheer force of numbers the fighters kept boring in. "You've heard of throwing everything but the kitchen sink. Well they threw the kitchen sink today, and the cook stove to boot," said 1/Lt. John T. Lamberson, of Straughn, Ind., co-pilot of a bomber.

The raid on Lorient and Brest, Friday, cost four U.S. bombers and two fighters.

A number of enemy aircraft were destroyed by bombers, but the official total has not been announced pending complete assessment of claims.

Bursts were observed in both target areas.

Heavy destruction caused in previous raids by RAF and USAAF bombers has reduced greatly the value of these bases to the enemy, according to reconnaissance photos. However, the crippled facilities of Lorient and Brest are still being utilized by the undersea fleets.

Important Bases

Lorient and Brest serve both the Atlantic and Mediterranean U-boat packs. Friday's raid was the third dual attack delivered in daylight by American heavy bombers on Brest and Lorient. Both submarine nests have been consistent targets for the Americans since early last winter. Brest had been bombed four times previously and Lorient five times by Liberators and Fortresses.

In addition to their normal naval installations, Brest and Lorient have concrete-roofed pens in which submarines are docked for repair and refueling. Lorient proper has been bombed so desperately that its civilian population has been evacuated.

A formation of B17s, led by Maj. Haley W. Aycock, of Fort Worth, Tex., reported encountering two or three squadrons of yellow-nosed FW as they crossed the French coast.

"The enemy fighters, all good and experienced pilots, took no chances but were determined," Maj. Aycock reported. "They harassed the formation all the way into the target and back to the coast. It was excellent weather and perfect visibility over the target."

RAF Strikes Deep

After the double blow of the four-engined American bombers in daylight Friday, the RAF carried the assault deep into enemy territory with its Pilsen raid, where it hit the Skoda works, second in size only to the Krupp's at Essen. With the attacks on Mannheim and Ludwigshafen, the night's bombing amounted to more than 1,500 tons, dropped by a force of more than 600 bombers. Losses were high, but it was pointed out that they were well under 10 per cent, generally considered the safe margin for repeated attacks.

The Pilsen force was the largest to penetrate so deeply into enemy territory in this war.

Starting with daylight sweeps and light bomber raids against France, Belgium and Holland in daylight Tuesday, the offensive built up through a heavy Tuesday night blow by the RAF at Spezia, Italian naval base, and more day sweeps Wednesday.

Wednesday night the RAF went in force to Stuttgart, blasting munitions plants and transportation centers. Thursday the day sweeps were on again, with Allied fighters or bombers striking across the Channel most of the time.

Thursday night fighters intruded the length of the Channel coastline, and renewed the assault Friday morning. Bombers and fighters together swept against a chemical works at Ostend, shipping and oil tanks at Le Havre, rail centers at Haarlem and the Le Havre airfield Friday in daylight, while the USAAF was hitting Lorient and Brest.

German activity over Britain was largely confined to fighter-bomber sweeps against coastal points, although London had two alerts, during one of which a few planes penetrated inland and dropped bombs. Four of 15 FW fighter-bombers which raided East Anglia and the southeast Friday night were shot down, the Air Ministry reported.

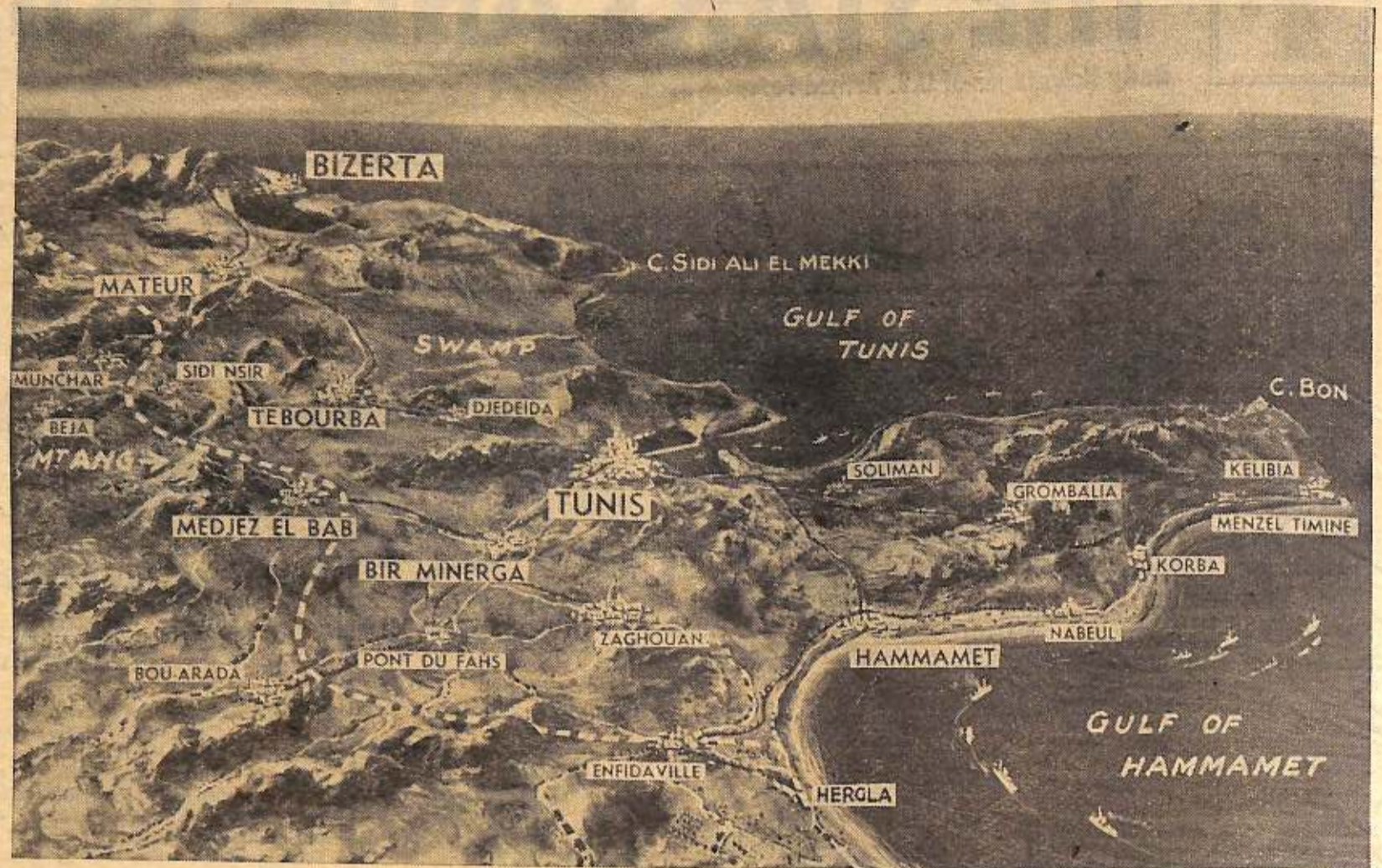
Ohio State, Ga. Tech, VMI, Auburn Alumni

The Stars and Stripes Alumni Secretary this week requests data from former students of Ohio State, Georgia Tech, VMI, Auburn and the College of Puget Sound.

Alumni of these colleges are requested to send their name, rank, unit, APO number and class year to "Alumni Secretary," The Stars and Stripes, Printing House Square, London, E.C.A.

Information is still desired on former students of colleges previously listed: Lehigh, Clemson, M.I.T., Princeton, Minnesota, Washington, Iowa State, Harvard, Texas A and M and Southern California.

Tunisia Corner Where Battle Enters Last Stage



Daily Express Map

Here is the scene of the Tunisia battleground where Allied forces are regrouping for the final drive to wipe out the Axis forces. Nearly 210,000 Axis troops are concentrated in the area on top of the dotted line. The

Eighth Army have forward patrols at Enfidaville. American, British and French are pressing from all other sectors. The Royal Navy is taking a heavy toll of shipping all along the Tunisian coast.

To Hold Seders For ETO Troops

Jewish Soldiers Asked To London Centers For Holidays

American soldiers of Jewish faith in the London area have been invited to attend communal seders at the new London Jewish Center for the forces, 41 Portland Place, during the Passover seders which began yesterday.

Some have been invited to private homes.

Orthodox: New West End Synagogue, 10 St. Petersburg Place, Bayswater, W.2. Apr. 20, 21, 26 and 27 at 10.15 AM.

Reform: West London Synagogue, 34 Upper Berkeley St., W.1. Apr. 20 and 26 at 11 AM.

Liberal: Liberal Jewish Synagogue, 28 St. John's Wood Road, N.W.8. Apr. 20 at 10.15 and 11.30 AM.

The traditional Easter sunrise service which American troops will hold in Hyde Park on Sunday, Apr. 25, at 6.45 AM, will be followed at 4.45 PM by a vesper service at St. Paul's Cathedral.

Another outdoor service is planned for 8 AM at Clifton College, Clifton, Bristol, for troops in that area, and a field service will be held at a large Army Ground Force installation.

Naval Officer Marries Driver for Headquarters

Miss Marjorie Clements, of London, a civilian driver for U.S. Navy headquarters, was married to Lt. Henry Dolstra, USNR, of Wilmar, Cal., Saturday, at St. Mark's Church, North Audley Street, London. High ranking naval officers, including Adm. Harold R. Stark, commander of the U.S. Naval Forces in Europe, attended the wedding.

Lt. Comdr. T. H. Morton, USN, was best man and Mrs. Dora Latrobe-Bateman, head of the motor corps staff, was matron of honor. Over 100 guests attended a reception at Claridges after the ceremony.

Negro Red Cross Worker Will Sing Spirituals

Mrs. Margaret Sims, of Jacksonville, Fla., first Negro woman to volunteer for Red Cross overseas duty in this war, will give a lunch-time concert of spirituals at Dorland Hall, Lower Regent St., at 1 PM tomorrow, as a part of the exhibition, "America Marches."

On Wednesday, at the same time, a quartette from one of the Negro regiments now serving in the ETO will appear. Admission to the concerts is free.

Michigan Head For Land Army

WASHINGTON, Apr. 18—Miss Florence Hall, a native of Port Austin, Mich., and a graduate of Michigan Agricultural College and of Columbia University, New York, has been named to head Women's Land Army activities in the Extension Service, it was announced here yesterday. She'll be largely responsible for the women's part of the U.S. Crop Corps.

Eisenhower Says Campaign In Africa Now at Its Climax

(Continued from page 1)

Men were moved by boat, train, lorry and forced march."

This drive, coupled with the ability of the Royal Navy to occupy forward ports, gave the Allies the airfields they needed in and close to Tunisia.

"Looking back on the North African campaign, people perhaps know the situation as it exists today, when we have forward air bases with definite air superiority, and not the situation which existed last November," the general said. "It was only when naval convoys and ships were given adequate air cover that the picture began to change rapidly."

Gen. Eisenhower repeatedly praised the role of the air forces. Since the Mareth battle opened, he said, 479 Axis aircraft had been destroyed for the loss of 157 Allied planes. Scores more were destroyed or badly damaged on the ground.

He cited Apr. 10 as an example of the work of the joint British-American air power. Allied planes that day destroyed 63 enemy planes in combat, including a large number of transport planes, sank an Italian heavy cruiser, badly damaged another and poured round after round of bombs and strafing fire on enemy troops and transports. Only three Allied planes were lost that day, he said.

Praising the joint efforts of the air forces and the Navy, the general cited an

estimate prepared by Adm. Sir Andrew Cunningham that 50 per cent of Axis shipping trying to reach North African ports had been sunk since the campaign started in November.

Gen. Bernard Alexander has sent a special message to Maj. Gen. George S. Patton, commanding the Second U.S. Corps, which says:

"The first phase of our offensive operations has been brought to a successful conclusion. The main task I gave to the Second U.S. Corps was, firstly, to capture and secure Gafsa as an administrative base for the Eighth Army, and, secondly, to threaten Rommel's rear from Gafsa and Maknassy, to draw off reserves from the Eighth Army thereby helping them to break north of the Mareth Line and join hands with U.S. troops."

"This task has been most successfully done by the Second Corps and has been a battle-winning factor in recent fighting. I wish to convey to General Patton and his staff and his troops my gratitude and thanks for their loyal support and active cooperation in the part they played in this great victory."

"Hard fighting still lies ahead of us before we throw the enemy out of North Africa, but the united effort of the three Allies will make the result certain. Good luck to you all."

Bombers' 'Box Score' Proves Battle Prowess of U.S. Planes

WASHINGTON, Apr. 18—Armed with devastating fire power, six bombardment groups of the U.S. Army Air Forces have shot down 558 enemy airplanes while carrying out hundreds of successful missions of destruction in the European and Southwest Pacific theaters of operations, the War Department announced today. The figures, compiled last week, did not include the most recent raids in the European and other theaters.

Most of the missions have been carried out without fighter escort. Operations by three of the groups have been against the Japanese; the others against the best fighter opposition of the German air force, supplemented by some Italian fighters. The combat box score for the groups follows:

Group	Area	Planes Shot Down
9th ..	Southwest Pacific	121
43rd ..	Southwest Pacific	112
91st ..	European	102
22nd ..	Southwest Pacific	90
306th ..	European	68
303rd ..	European	65
		558

The ratio of planes shot down by these groups compared to those lost by them in aerial combat has been overwhelmingly favorable to the Army Air Forces. Their successes as offensive weapons on bombardment missions are history—the Bismarck Sea, Vegesack, Wilhelmshaven, Rabaul, St. Nazaire—among many others of vital importance.

The high-scoring 9th group has operated over a vast area in the south Pacific. Most

of the 121 planes it has shot down have been Zero fighters, but its score also includes heavy and medium land-based bombers and large sea planes. Commanding officer of the 9th is Col. Ralph E. Koon.

The 43rd group has blasted the Japanese relentlessly since it began operations in the southwest area. Many of the missions of this group were carried out over great distances. Virtually every type of Japanese plane in the area has felt the deadly fire power of their guns. Col. Robert M. Ramey is commander.

The American assault against German-occupied territory in Europe was opened by the 91st group. Since then the group has made many destructive attacks against the German targets in France, the Netherlands and Germany. Most of the 102 planes shot down by this group have been either German Focke-Wulfs or Messerschmitt 109s. The commander is Col. Stanley T. Wray.

The 306th group, operating from bases in England, has smashed some of the most concentrated fighter opposition in the history of aerial warfare en route to and from objectives in German territory and has caused great damage to German installations on every raid, the War Department said. Commanding officer is Lt. Col. Charles Marion.

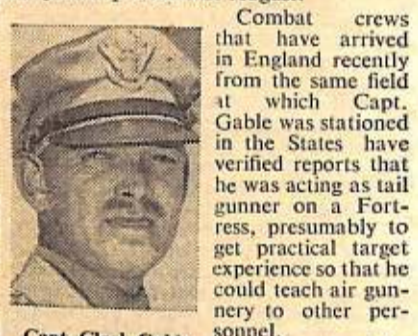
The offensive and defensive record of the 303rd group "has been on the same high plane as those of the 91st and 306th England," the department statement said. "It has accomplished its bombing missions with great distinction while shooting down all kinds of German fighter planes." Col. James H. Wallace is commander.

Gable in ETO As Air Gunner

Ex-Film Star, Now Captain, At Bomber Station; Duty Not Yet Determined

A U.S. BOMBER STATION, England, Apr. 18—Clark Gable, 42, pre-war film star, now a captain in the Air Corps, has arrived here from the States for duty.

"It feels a lot better to get into a theater of action," Capt. Gable stated. It isn't definite yet what his duties will be, it was explained. He has been specializing in gunnery since he enlisted in the army as a private last August.



Capt. Clark Gable

Combat crews that have arrived in England recently from the same field at which Capt. Gable was stationed in the States have verified reports that he was acting as tail gunner on a Fortress, presumably to get practical target experience so that he could teach air gunnery to other personnel.

Gable entered the Officers' Training School at Miami immediately after his enlistment, and was automatically promoted to the rank of corporal as an OCS student. He roomed with Sgt. Hyman Grossman.

He was commissioned as a second lieutenant Oct. 28. He served for a short time at Tyndall Field, Fla., after he was commissioned, and was later sent to a mid-west station.

It was estimated that Gable made \$356,000 in 1941 when he was listed in the first five Hollywood money-winners. His overseas flying pay as a captain is \$320 a month.

If Capt. Gable goes on an operational flight over enemy territory he will have achieved his announced ambition: "I want to be a machine-gunner where the going is really hot," which he was reported to have said when he enlisted last August.

Six Road Shows Touring ETO Areas This Week

Six road shows are touring the ETO this week, sent out by the theatrical and cinema division of Special Service. "Gals, Guys and Giggles" will be playing in the Norfolkshire area, "Yvette and Her GI Gang" will be in the Wiltshire and Somersetshire areas, "Pickle Dillies" will be in the Bedfordshire and Northamptonshire areas, "In the Groove" will be in the Cheshire area, "Tons of Fun" will be in Wiltshire and Berkshire, and "Show Time" will continue its tour of Northern Ireland.

Belfast Bridge Winners

BELFAST, Apr. 18—Winners in the weekly bridge tournament at the Red Cross club here were T/4 Hazen V. Johnson, of Newport, Vt., with a score of 4,150, and Sgt. David Bach, of St. Paul, with 3,340.

THE STARS AND STRIPES

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Hash Marks

We meant to get this one in the anniversary issue. During a certain period when The Stars and Stripes' circulation was really booming, a new member joined the selling staff. After a week on the road he enthusiastically sent in the following report: "Paper selling like hot cakes. Have already sold 150 per cent of the units in my area."

A second lieutenant fresh off the OCS assembly line was giving a company the lowdown on the Articles of War and



related matters. He asked the group, "When a man marries does he lose any rights under the Constitution?" "Yeah," came a voice from the rear—"the pursuit of happiness."

There's a second lieutenant in the signal corps who has to have his jive, no matter what happens. After months in the wilderness he was transferred to London and immediately went searching for a victrola and some hot records. He found the records OK, but had lots of trouble locating the phonograph. It turned out that the only way he could get one was to buy a complete linguaphone set, language records and all. So now he's getting his jive and can play a little French lingo on the side.

Sgt. John Zucca, medic serving with a cavalry unit over here, vouches for this one. Returning to the Washington Club with a pal after a night of fun he encountered two GIs sitting below the monument in Trafalgar Square. The GIs at the monument had enjoyed the succulent pleasure of ginger beer. Said one, switching on his flashlight and playing it on the monument, "Bet you can't climb that beam." "Sure I can," snapped his buddy; "but I won't because when I get to the top, you'll play dirty and switch off the light and I won't be able to get down."

Our nomination for the most enterprising soldier of the week is the GI who wired Veronica Lake, "I am going on

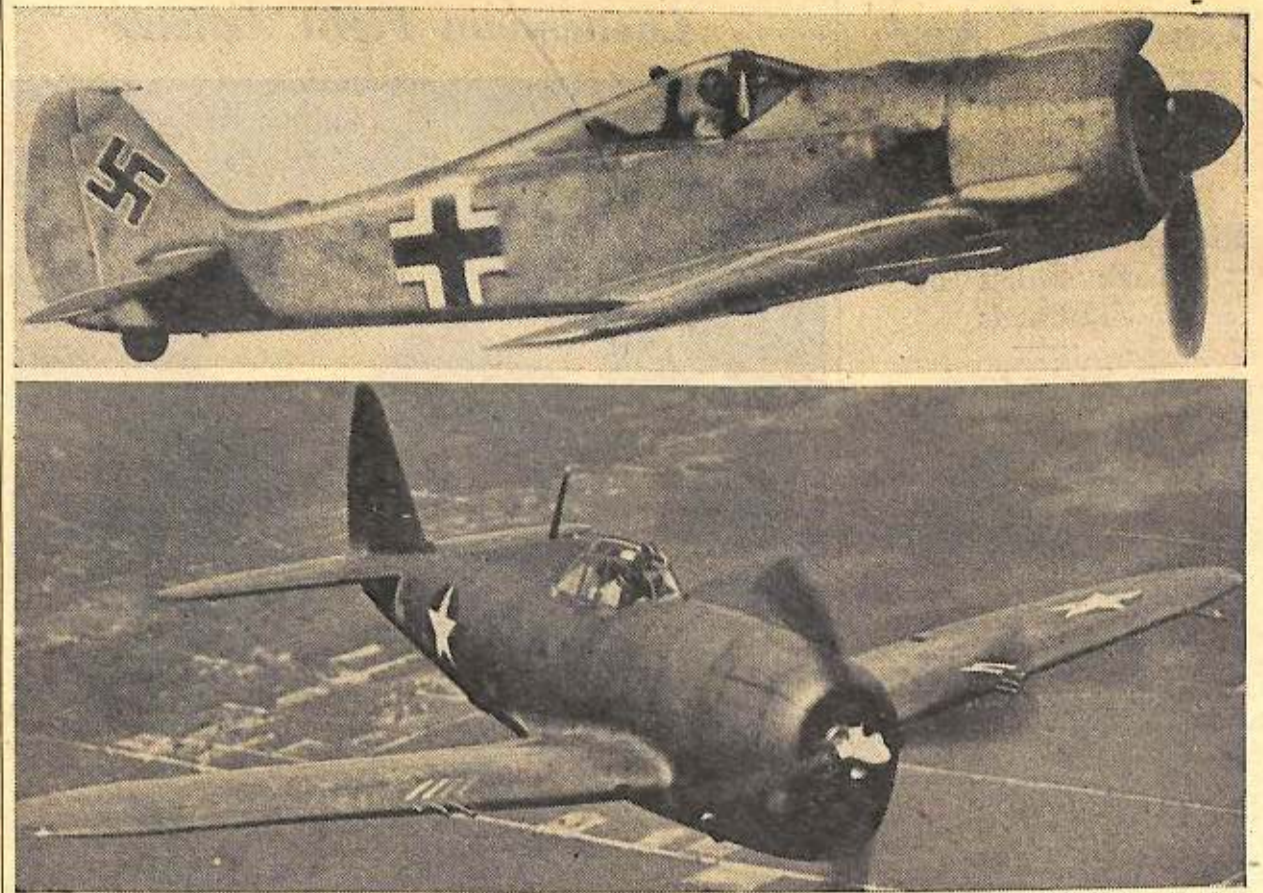


leave today. I haven't seen a beautiful woman in six months and it will be six months before I see a beautiful woman again. Please could I meet you and do research for a dream?" The bewitching film star had him over to the studio for lunch. Lucky dogface!

PRIVATE O'SHAUGHNESSY



P47s May Be U.S. Bomber Escort



U.S. Army Signal Corps Photos

Long Range Fighters Could Give Cover To Forts, Libs

By Bud Hutton Stars and Stripes Staff Writer

The loss of 16 American bombers in Saturday's daylight blow at the Nazis' Focke-Wulf airplane factories in Bremen has highlighted the desirability of fighter escort if heavy bombers are to succeed in a clear bombing run at their target. On such a raid as to Bremen—or, in the same vein, the RAF's long jump in bright moonlight to the Skoda works in Czechoslovakia at a cost of 37 bombers—there can be no fighter escort because the range is beyond the fuel limits of the lighter planes.

One of these days American P47 Thunderbolts—the longest-ranged, hardest-hitting fighters yet—may alter the entire picture of aerial warfare above Europe by accompanying the Forts and Libs on missions now beyond the scope of the Spitfires and Hurricanes.

P38 Could Help, Too One other American fighter—the P38 Lightning, which was lauded in combat reports from Africa over the weekend—has range beyond that of most fighters and may supplement the 47s, should these be employed, in giving cover to the bombers striking at the more distant targets in France or at Germany itself. The P38 is flying on operations from this country now; the P47, not yet. The big American bombers already have proved they can more than take care of themselves against normal fighter opposition: the 52 Nazi fighters shot down over Vegesack, the ratio of more than four German fighters shot down for every U.S. bomber lost in the ETO, the scores of ships such as the Dry Martini which knocked down ten FW190s or Me109s in a single raid—all confirm the prowess of the four-engined Yankee ships.

But against super-concentrations, such as the Luftwaffe is likely to throw up over such a vital target as the factories which make their own fighters, the score goes

America's P47 Thunderbolt (bottom) may be the answer to the need for a fighter escort for Fortresses and Liberators to battle the FW190 (top) on raids over Germany.

up, as it did Saturday above the Focke-Wulf Flugzeugbau A.G. plants at Bremen. The P47s may be the answer to the FW190s which lurk in the sub-stratosphere above the Fortress and Liberator formations. The 47s have not yet been tested in combat here; on paper they have everything it takes to clear the 190s from the bombing runs of the bombers.

The Forts and Libs bomb above 20,000 feet. The FW190s range the skies well above the bombers. The P47s start performing at their Sunday best above 20,000 feet. Pilot and firepower being equal, the answer is as straight as it ever is on paper.

And the 47s have the firepower, even if the censor won't let you talk about it.

Air-Cooled Engine When the Republic Aviation Corp. planned the 47, or Thunderbolt, it built the ship around an air-cooled engine, a radical departure to the prevailing fighter style at the time.

The Army had pioneered in air-cooleds, then given them up for the more streamlined liquid-cooled power plants, such as the Allison and the Rolls-Royce Merlin. But Pratt and Whitney came through with an air-cooled job which could turn up better than 2,000 h.p. and had a cowling not too wasteful in air resistance. The horsepower was better than anything in liquid-cooled, and the first 47s were built around the P and WR-2800-21.

The ship weighs 13,500 pounds, heavier than any other American fighter except the P38, which has two engines and weighs 14,350lb. The P47B came off the line with a wing span of 41 feet, a length of 32 feet eight inches and a height of 13 feet, wider than all except the P38, longer than all except the P38 and the P39 Airacobra.

The armament of the 47s is secret today; the earliest models carried only eight machine-guns. The P38, which got off to a bad start on this side of the Atlantic, apparently has been improved in North Africa. Over the weekend, one British air commentator diagnosed its performance against the Luftwaffe in Africa, and made out a strong case for the "two pieces of tail" ship built by Lockheed.

The British observer pointed out that Lightnings have been flying far and wide over the Mediterranean, as Fortress and Mitchell escorts, and as sweep-fighters; they have disposed of far more enemy planes than their own losses. The Lightning comes up as a candidate for bomber escort duty on the long range jobs because of its ceiling (approximately 40,000 feet) and its range (1,000 miles at 260 miles an hour in the earliest models).

With an air speed in the neighborhood of 400 miles an hour and a ceiling that keeps it up with the highest, plus its armament (four machine-guns and a cannon in the earlier models), the 38 should have much of what it takes to protect the Forts and Libs.

Won't Use Top Range

Naturally, with the demands of combat flying, the P38s are not often going to get near their range of 500 miles out and 500 back. Combat performance drinks up gasoline all out of proportion to the increase in speed almost as much as the square of the increase.

The obvious corollary to any discussion of Allied fighters is: What will the Luftwaffe put up to meet them? Today, Air Marshal Goering's front line fighters—his best and fastest on operations—are the FW190H and the ME109G. Whether he has been able to drive his often-bombed factories to the production of anything measurably better is not known. Certainly, he must have been trying, for the FW190 has its match at low level in the 2,000 hp British Typhoon, and the latest Spitfires will take on the FW190s anytime they can find them.

The obvious development would be a German fighter plane carrying super-

armament to be hurled en masse at the formations of Fortresses and Liberators which, with their .50-calibre guns, are able to open fire just about as soon as the fighters.

Bell Aircraft tried that formula, once, with the American FM1, a twin-engine plane built around two pusher propellers and a pair of 37mm. cannon, as well as other armament. The old maxim of battle power made that particular model unfit for combat. To gain speed, weight must be sacrificed; to gain protection, speed or armament must be sacrificed.

However, what the Germans have today is respectable, capable of meeting on comparatively even terms anything sent against it at the altitudes from which the bombers strike.

The FW190H is a refinement of the basic Focke-Wulf design, built around an air-cooled engine.

(A lot of airmen's nerves are going to get a jolt when the P47s begin appearing in the same skies as FW190s. Up to now, if you saw a low-wing pursuit ship with the big cowling of an air-cooled engine coming at you, it was an FW190 and you fired. The P47 is going to look an awful lot like the 190 at attack distance, bar the more rounded belly and smoother-flowing tail assembly.)

FW Best Above 20,000

The FW190 is built around a BMW 801 radial engine, developed under the pressure of war. It is low winged, with blunt tips on wings and tail planes. It performs, with present alterations, best at above 20,000 feet. The versatility of the craft is shown in the almost daily fighter-bomber sorties against English coast towns. Fitted with bomb racks, the FW's great speed—about 400 miles an hour as a fighter, 200-350 a bomber—is an asset in getting away after its attack. Britain's 2,000 hp Typhoon, however, has been able to outspeed it at low levels.

The ME109G, Germany's newest fighter on this front, has a 1,500 hp engine, 300 more than the ME109F, its predecessor. Maximum horsepower is developed around 16,000 feet, where the plane turns up in the neighborhood of 400 mph. It carries one 20-mm. cannon in the propeller hub and two 7.9-mm. machine-guns in the fuselage; these latter are roughly equivalent to .30-cal. American guns.

The FW190's armament is along the same lines, although the Luftwaffe has tried several combinations of cannon and guns on it. The JU88s and the ME110s and 210s are 'way behind these other fighters in speed and ceiling, and will carry little weight in the greatest air battle in history which probably will be fought somewhere along Europe's twisting perimeter this year as the United Nations fight to set up air cover for invasion of the German fortress.

The Pacific War

The Pacific war appears to be entering a new and even more deadly phase. Despite recent defeats at Guadalcanal and in New Guinea, and heavy naval losses sustained in a series of disastrous sea and air battles, Japan is concentrating still heavier groups of sea, air and land power for new blows.

Recent air raids by Japanese planes have been on the grand scale, with something like 250 machines participating. Losses were heavy, running to nearly 25 per cent, and no power on earth can long sustain them. Our own losses in these air battles were small; but the number of planes destroyed on the ground has not been disclosed. If these were heavy, it then becomes a question of who can replace lost aircraft more easily, Japan or the United States. Strategically, Japan has not only the shortest but also the safest air lines of communication and supply and should be able to replace planes faster; but only time will give the correct answer to this question, on which rests the success or failure of any Japanese plans.

Defense and attack in the Pacific both depend upon land-based aircraft for success, and while the issue in the Pacific is still uncertain, there can be no doubt about the fact that in the last round we have badly beaten the cocky Japanese. The blows struck have slowed our crafty opponent, and with four ships out of six destroyed of the most recent Japanese convoy attempting to reach New Guinea, the evidence points to the fact that our defensive power is still strong.

At present it seems that war in the Pacific is developing into a war of attrition, and should this prove true next year will see the United States, together with the Allies, moving against Japan in a heavy offensive, for by that time the full weight of the American training and production program will be at its peak. Our Navy will be double the size it was at the end of 1942, and every warship will be vastly more dangerous than those we knew so well in days of peace, while the size of our Pacific air force will prove a paralyzing factor to any Japanese offensive or defensive move.

Bootleg Ice Cream

With the ban on ice cream we predicted "bootlegging" several months ago, and imagine our surprise when we discovered The Stars and Stripes was the seventh son of the seventh son, or to put it briefly... a true prophet.

It seems you can't keep a good soldier down... at least this applies to the Engineers, and, unofficial, this is how you build your own "Still." Of course it helps if you're in an Engineer outfit; but Engineers or infantry... and it's hot... here's how you make frozen "bootleg" on your own.

Take a 30 gallon GI can, complete with cover. Punch a hole in the exact center of the cover. Make a spider socket to insert in the bottom to hold a shaft. Make a shaft with paddles, even a bugler can dope this one out. Build a wood crate around the can. Get some ice at a Fish Pier... see your Special Service Officer or PX Officer in case of need, for believe it or not they do have ice in England. And then there is plenty of extra rock salt packed around those war cured hams, or hadn't you noticed?

Now all you need is the mixture... powdered milk, a little egg powder, water, vanilla, maybe a little canned fruit to give you that Tutti-Fruitti touch, and a bit of corn starch or gelatine for quicker results.

In the old days you would have cranked that paddle by hand and it can still be done the hard way. Some guard houses provide this power on request; but why, with all this machinery lying around idle, go through those motions? A pulley, some rope, and the small end of a power wheel will do wonders.

The Engineers, not the outfit that thumbed to Europe, use the drill on their air compressor directly connected to the paddle. Results they claim are splendid. In fact they have it down to a point where each air compressor is now equipped with its own ice cream freezer.

When working alongside the British where the Tommies knock off for tea, or NAAFI break, the freezer is started early in the day, and you join the British at tea time with your hunk of ice cream... pardon us, Frozen Sweet.

Engineers claim their method beats trying a milk can to the tail end of a Flying Fortress going out on a raid, for it eliminates the danger of serving "swiss cheese" during the ice cream hour.

By the way, morale is good now in the Engineers.

Lenten Message

MATTHEW 26: 36-46—"Whosoever shall be ashamed of me and of my words, of him shall the Son of Man be ashamed."

There are times when much depends on the stand we take. To be true means more than is apparent. To be false on such occasions always seems the "easy way"; but invariably jeopardize much of value. The Christian is expected by others to be true to his convictions. Under some circumstances that is not difficult; under others it will test your courage to the limit. If you run away from duty you may endanger others. If you stand firm you encourage others to be strong. If you yield in times of stress, others may go down with you.

NEWS FROM HOME

Orders Issued Banning Shifts From War Jobs

War Manpower Office Freezes Employment And Wages

WASHINGTON, Apr. 18—Moving to carry out that part of the President's price, wage and job stabilization order which affects the nation's workers, the War Manpower Commission has issued a regulation, effective today, which bans most job transfers unless the national war effort will benefit from the change.

Signed by commission chairman Paul V. McNutt, the new regulation prohibits any shift from a job in an essential industry to a job in a non-essential category if a higher wage is involved.

On the other hand shifts from non-essential to essential work are encouraged and will be approved, even if the new job pays more money. No approval is necessary for a worker in one essential job to shift to another in the same category and at the same or a lower salary. Shifts from one non-essential job to another non-essential job are not yet controlled.

Violations are made subject to a \$1,000 fine and one year's imprisonment for both employee and employer.

Gets 60 Bucks a Minute

NEW YORK, Apr. 18 (UP)—At something like \$60 a minute, the musician with the highest rate of pay in the United States isn't Fritz Kreisler or Benny Goodman—it's a trumpet player named Abe Katz. For 15 seconds each day, Abe sounds a few blasts for background in

Donald Duck Signs Up To Fight German 'Line'

NEW YORK, Apr. 18 (UP)—Donald Duck is going GI for the duration—pitting his grating, gabbling voice against the wiles of Goebbels' Nazi propaganda mill.

Donald's boss, Walt Disney, is reported here to be working on a new picture, starring Donald, which will debunk the pet Hitlerite theory of Aryan race supremacy. Already Donald has been doing more than his share in winning friends for the United States as he waddles across Latin-American screens in the picture "Saludos Amigos." The new picture is intended to make all possible use of Donald's diplomatic value.

a play now running here. He gets the regular wage as established by union scales, \$120 a week.

Record U.S. Steel Output

WASHINGTON, Apr. 18 (UP)—American steel plants produced 1,135,413 tons of steel plate in January. Ingot production this year is expected to reach 93,000,000 tons—7,000,000 tons more than was produced in 1942. Practically all of the steel will go to the war plants, and there will be barely enough to cover other major needs, such as transport and new factory construction. Ordinary civilian requirements may not be met.

First Condor Hatched In Zoo

SAN DIEGO, Cal., Apr. 18 (UP)—The first condor ever hatched in captivity is being studied by scientists at the zoo here. Condors are usually hatched only in the High Andes mountains of South America and experts have never previously had an opportunity to study them while they were very young.

Navy Operating Seven Fleets

U.S. Sea Forces Include Australian Command Col. Knox Says

WASHINGTON, Apr. 18 (AP)—Secretary of the Navy Frank Knox disclosed today that the United States Navy now has seven separate fleets in service, including one in the Australian area under the command of Rear Adm. Carpenter.

Col. Knox emphatically declined to comment on recent conflicting statements concerning the American and Japanese forces in the Australian area, but did say he expected to hold conferences with Australian representatives here.

Speaking about the new aerial offensive against Kiska, the Navy Secretary disclosed that the American forces were conducting the assaults from bases "pretty close" to Kiska. Some forces were able to make more than one attack in a single day, he said.

'Havoc' At Kiska

Col. Knox said that he had no further details on the Kiska offensive, but added that the American planes were "raising a good deal of havoc there." In answer to a question, he said, however, that there had been no recent aerial reinforcements for the United States forces in that area.

Observers believed that the fleets mentioned by Col. Knox could be identified as North Atlantic, South Atlantic, South Pacific, Southwest Pacific, Southeast Pacific, European and a general Pacific command.

The Southwest Pacific Command would include some Australian units, the Secretary of the Navy disclosed at his press conference.



"What was I doing Sunday? Let's see—I remember! Went to church in the mornin', and bombed hell outa Bremen in the afternoon!"

DIANA

HEY, DIANA, LOOK AT THE SWELL PICTURE I GOT FROM VERONICA LAKE TO-DAY. CUM ON, LET'S GO SEE HER NEW MOVIE!
HOW DID YOU HAPPEN TO GET A PICTURE OF HER?

OH, I'VE BEEN A FAN OF HERS FOR A LONG TIME. I ASKED HER FOR ONE AND SHE SENT IT TO ME—AUTOGRAPHED TOO!

???

I'M READY SAM!
NIX ON THAT NOISE, I'M NOT GOING TO THE MOVIES WITH A GIRL WHO LOOKS LIKE SHE'S JUST BEEN PULLED OUT OF THE FISH POND!

MALE CALL

WHICH'N OF YOUSE GENTLEMEN WISHES T' DRIVE INTA TOWN AN' BRING BACK A LOAD O' PURTY FEMALES?
THAT'S FOR ME!

AINCHA GOT NO SENSE, KID? IT'S THAT SERGEANT'S IDEAR OF A GAG!... PROBABLY MEANS FEMALE HAWGS!
GET TH' LEAD OUT, SON—I'M A BUSY MAN!

LATER...

WOULD YOU KINDLY PLACE A G.I. GUNBOAT WHERE IT WILL DO ME THE MOST GOOD?

JOE PALOOKA

I--UH-- I WASN'T GONNA SAY ANYTHING, FOLKS... BUT I JUST GOT A LETTER FROM MY PAL JOE PALOOKA... KIN I READ IT--

---THEY BROUGHT JOHNNY INTO THE TENT--- THERE WAS PLENTY OF WORK T'DO--- AN' THE DOCTORS WAS SURE BUSY---

DOC-- CAN I LIVE--- YOU GOTTA TELL ME--- I GOTTA KNOW--- WILL THE OPERATION SAVE MY LIFE--- C'MON--- I DEMAND THE HONEST ANSWER---
NO, SON-- IT WON'T-- BUT IT'LL-- IT'LL KEEP YOU A WHILE LONGER-- NOW SHHH--

THEN TAKE ME OFF THIS TABLE AN' DON'T WASTE TIME--- THERE'S TOO MANY WAITIN' THAT CAN LIVE--- THANKS, DOC-- GOT A CIG--
GOD BLESS YOU, LAD--- YOU'RE A HERO.

-- HE SAYS-- I-- I HOPE YOU'RE WELL--- AN' T' TURNIN' OUT TH' STUFF--- Y-- YOUR PAL... JOE.

SAY, KNOBBY, OUR PRODUCTION WENT UP EIGHTEEN PER CENT THIS WEEK. THEY SAY THAT LITTLE SPEECH OF YOURS---
AW SHUT UP.. SAY, HOW'S TH' WIFE-- IS SHE OVER THAT COLD?

FROM AN ACTUAL LETTER. HAM FISHER.

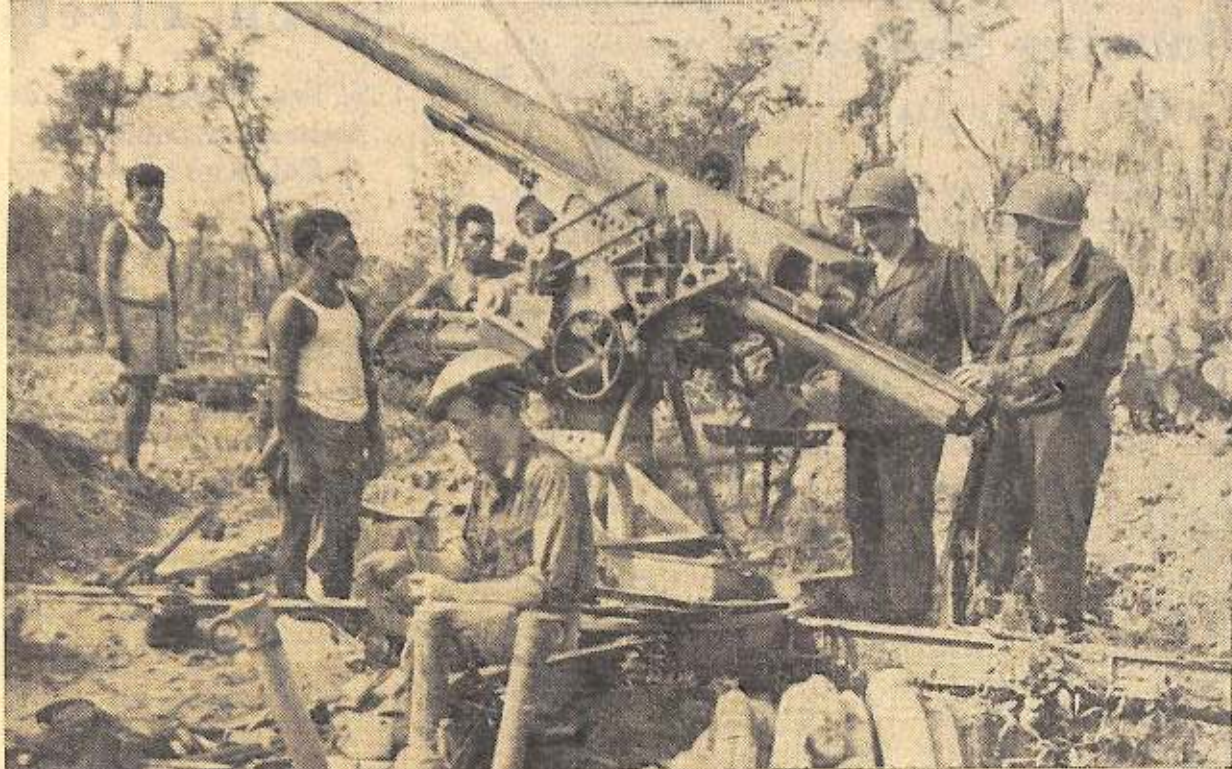


It's hardly necessary to say that this young lady—Rosemary LaPlanche—once won a "Miss America" contest. (Who'd vote against her?) That was in 1941—and it took until now for Hollywood to sign a contract.

Dressing for a Raid



Putting on their electrically-heated suits at an Eighth Air Force bomber station before a bombing mission are Lts. Edward C. Brennan, of Indianapolis, Ind. (left), and William J. Hannan, of Ogdensburg, N.Y. At 23,000 feet (the usual bombing height) the temperature at this time of the year is about 30-40 degrees below zero.



American soldiers and native boys examine a captured 75mm. anti-aircraft gun after a battle near Salamaua, in New Guinea, while an Australian brews a cup of coffee. The Japs in retreat removed the breech block of the gun so that it could not be used again.

Perfect WAAC



This is Jane Whiteman, 21, the first of the thousands of WAACs who have taken their "physicals" to pass 100 per cent. Dubbed the "most perfect physical specimen" by Army doctors, she is five feet seven inches tall, weighs 143 pounds, and has a 36-inch bust.

Worry to Japs



Lt. Gen. George C. Kenny, U.S. air chief in New Guinea, who last week stated, "I'll be pleased when we have the Jap planes out numbered 5 to 1," heads the force that has taken heavy toll of Jap planes the past week.

How They Keep Clean in India



Outside his thatched bamboo "cottage" in the Naga Hills, India, Cpl. George Powell, of St. Petersburg, Fla., gets a bath as Sgt. Arne A. Metsa, of Chassell, Mich., pours the water.

Homey Type



Donna Reed, a Hollywood resident, has been notified by an American regiment fighting in Tunisia that she is their ideal of the kind of girl they'd "like to come home to." Donna was selected as one of the best bets for 1943 film stardom.

Safety Garb



For U.S. women war workers, dress designers have created "safety clothing." Here is a war worker in one of the new uniforms, complete with the plastic "bra." Approved by the WPB, it will help prevent future accidents.