

Reds Drive To Center of Crimea City

Threat to Germans in South Grows as Soviets Crush Dnieper Defenses

MOSCOW, Oct. 18—The Russian Army today was reported to have captured the center of shell-torn Melitopol after six days of heavy street-to-street fighting in the strategic Crimea city.

Moscow radio said that Red Army units had occupied the cathedral and square in the town, but reported that heavy German counter-attacks had retaken some streets in the northwest quarter.

The threat to the Nazi Crimean forces was reported to have grown considerably as the result of a Russian drive which crushed another strongly fortified German belt of defenses on the west bank of the Dnieper, 40 miles southeast of Kremenchug.

Nazis Rush Aid

Russian heavy guns were reported to be shelling the vital Dnepropetrovsk-Bessarabia railway, while ground units were smashing their way steadily towards the line. The Nazis were rushing troops by every means of transportation, including aircraft, to the area near Kremenchug.

Both the Germans and Russians reported hard fighting in the Kiev sector, where the Nazis were trying to hold up the Soviets with masses of tanks under strong air cover.

Further weakening of the German lines on the Northern and Central fronts was seen as a result of a Russian advance in the area south of Gomel. German reports spoke of Russian superiority in numbers without precedent in this sector.

Report Nazis Retreating

Nazi troops also were reported retreating south of Zaporozhie, after meeting heavy armored units of the Red Army.

In announcing the capture of the center of Melitopol, Moscow radio said: "Melitopol has become a huge cemetery for the Germans. Hitler ordered them to hold it at any price. They have nowhere to retreat. Retreat is death."

The first indication that Red units were in Stepanovka, 30 miles southeast of Melitopol, came today from a Berlin radio report which stated that German naval forces in the Sea of Azov had shelled troops there.

World Awaits Soviet Conclave

MOSCOW, Oct. 18—The eyes of the diplomatic world today were focused on the Kremlin, where representatives of the United States, Britain and Russia this week will open the Tri-power conference.

The Germans News Agency today quoted Persian radio's report that Secretary of State Cordell Hull and Anthony Eden, Britain's foreign secretary, had stopped there en route to Moscow. Averill Harriman, the recently appointed U.S. ambassador to Russia, was reported to be with Hull.

The conference, which may become one of the most momentous war-time meetings between the Allies, will be held behind the walls of the renovated Kremlin. It is expected that post-war political problems, as well as "the second front," will be discussed by the United Nations' leaders.

New Lend-Lease Agreement

Representatives of the United States, Great Britain, Canada and Russia will sign a protocol to the Lend-lease agreement between the four countries extending the scope of the measure for another year in London today.

It provides for an increase in supplies to Russia, and Canada will figure more prominently in future commitments.

John L. Lewis Promises Miners Will Return Today

WASHINGTON, Oct. 18 (UP)—John L. Lewis' United Mine Workers Union today promised the War Labor Board that 85 per cent of the 25,000 striking coalminers would return to work Tuesday.

In Alabama the Mining Institute reported that one-tenth of the striking miners returned to work Monday. There was no indication as to what effect the settlement will have on the threatened strike of 500,000 miners Oct. 31.

Big Chiefs Hold Battle Pow-wow



Beneath a camouflage netting near Naples, Gen. Sir Harold Alexander, chief of the Allied ground forces, confers with Lt. Gen. Mark Clark, Fifth Army chief, and Sir Arthur Coningham, air marshal, on the situation on the Italian front.

Bomb Caught in Bomb Bay Nearly Blows Up Fortress

By Bud Hutton

Stars and Stripes Staff Writer

AN EIGHTH BOMBER STATION, Oct. 18—German fighters and flak got 60 Flying Fortresses in Thursday's raid on Schweinfurt, Germany. They'll never know just how close they came to getting No. 61.

With a 1,000-pounder caught in the bomb bay mechanism, the bomb bay doors wide open, with any evasive action meaning the big ship probably would be blown to smithereens, and German fighters literally swarming in to make a kill, there was the Fortress Max, winging its way like a great clay pigeon over Schweinfurt, duck soup for the Luftwaffe.

But the Max got back, with a crew to tell the tale.

Piloted by 1/Lt. Howard C. Ness, of Galion, Ohio, the Max went over Schweinfurt, Ness on his 25th mission, his plane on its 18th without a mechanical failure.

After making the bomb run, the ship turned to head for home. It was then that the radio gunner, T/Sgt. Leonard Rattliff, of Fort Cobb, Okla., noticed the bomb, hanging nose down, caught in the release mechanism, its propeller whirling merrily, a dangerous passenger if there ever was one.

Over the intercom he called the bombardier, 2/Lt. John J. Reeder, of Columbia, S.C., who took one look and then sang out over the radio to the pilot:

"Please! No evasive action!" It was a prayerful plea, for a slight jarring of the ship either way probably would have exploded the huge tin fish.

Just about that time there came another fervent appeal from the tail gunner, S/Sgt. Jeffrey S. Tripp, of Pocatello, Id.:

"Please! Kick it around!"—meaning that with fighters and flak pounding away

(Continued on page 4)

Arnold Thinks Nazis Got Tip

Well Organized Defenses At Schweinfurt Prove They Had Warning

WASHINGTON, Oct. 18—Gen. Henry H. Arnold, U.S. Army air force chief, commenting on neutral reports that German intelligence had advance information of Allied plans to raid Schweinfurt last Thursday, asserted today:

"Personally, I don't see how they could have prepared the defense they did, unless they had been warned in advance. They were too well organized."

In spite of the loss of 60 bombers at Schweinfurt, Arnold said "we are getting the upper hand in every theater in this war."

"Regardless of our losses," he said, "I'm ready to send replacements of planes and crews and continue building up our strength. The opposition isn't nearly what it was and we are wearing them down."

P47s in Sweep Over Continent

Eighth Air Force Thunderbolts engaged in offensive sweeps over occupied Europe yesterday, destroying one German fighter, which blew up in mid-air. Three Thunderbolts were lost but Eighth Air Force said their loss was "not believed due to enemy action."

The one German that was destroyed

(Continued on page 4)

U.S. Contingent Arrives in ETO

A BRITISH PORT, Oct. 18 (AP)—Vociferously shouting their readiness to open a second front, a contingent of American troops landed here after an uneventful Atlantic crossing.

"Where's the front—any front," some soldiers called out in good-natured banter as they poured down the gangplank.

A member of the British royalty went down to meet the ships. When word was passed around that he was present, he became the chief center of interest. Apparently none of the boys had ever seen royalty before.

Nazis Report Attempt On Eisenhower's Life

Berlin radio said last night that an unidentified Swedish newspaper had reported an attempt on General Dwight Eisenhower's life.

"Shortly before Eisenhower's plane was due to start for Sicily a bomb exploded in it," Berlin said. "The plane was completely wrecked."

Fifth Army Captures Four Towns in Push North from Volturmo

Huge Air Fleet Supports Men Advancing Against Stiff German Resistance; 8th Army in Bloody Fight

Beneath a huge air umbrella American troops of the Fifth Army smashed forward yesterday in heavy fighting north of the Volturmo River. In their drive to Rome Gen. Mark W. Clark's forces captured three towns despite stiff German rearguard resistance.

On the Fifth Army's left wing the British occupied Canello, eight miles inland from the mouth of the Volturmo, and pushed back a massive Nazi counter-attack.

As the Germans retreated the Americans stormed into Morrone, three miles north of the Volturmo and 20 miles inland, and captured Rubiano, two miles east of Morrone.

V-Mail Designs For Christmas Cards Adopted

Ten to Be Provided Each Soldier; First Holiday Parcels Arrive

Three different official V-mail Christmas cards, designed by Stars and Stripes staff artists, ten of which are guaranteed to every American soldier in the ETO, are being distributed through APOs for despatch to the States, the Postal Division, SOS, ETOUSA, announced yesterday.

The decision to issue standard forms means that thousands of ETO soldiers who have been scratching their heads over the V-mail designs they were going to draw will have to forget it. No others will be allowed.

The reason, officials said, is that last year practically every other soldier slapped a different design on a V-mail form, wrote a message round it, drew festive decorations and then handed it in.

Some Arrived Late

Thousands piled up on the censors' desks, and those unhappy men were confronted with the tremendous job of scanning all the designs for hidden messages and codes. Because of the delay it is possible that some failed to get home in time.

This year Lt. Col. E. E. Schroeder, Theater Postal Officer, obtained approval for the three designs to be printed on standard-size V-mail forms and distributed free under arrangements that will ensure expeditious handling, without interference with regular postal traffic and without headaches for the censors.

The cards will be distributed, without requisition, to all headquarters organizations and detachments through their regular APO. Each man is entitled to ten, consisting of an assortment including

(Continued on page 4)

Expert Chef of Savoy's Cuisine To Dish It Up in Ship's Galley

By Don Hewitt

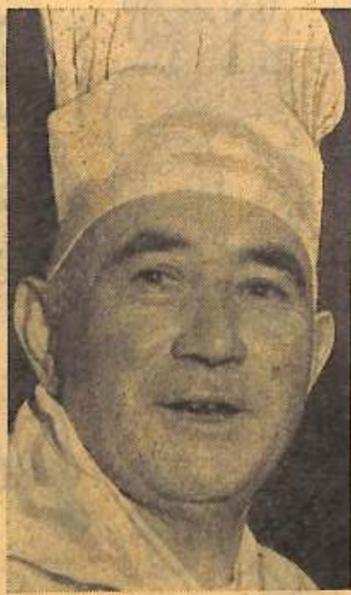
Stars and Stripes Merchant Marine Editor

American merchant seamen aboard a freighter docked at a British port will get their ham au sauce madere and their eggs au cardinale when Adolph Jean Swinguedaux, chief sauce cook at London's swank Savoy Hotel, takes over the ship's galley.

The 50-year-old chef, who has dished out turbot poche with his inimitable sauce hollandaise, and gigot de chevreuil grand centur to the Duke and Duchess of Kent, Anthony Eden and Winston Churchill in the Savoy's exclusive grill room, will start dishing out chow to hungry seamen following his acceptance here by the War Shipping Administration for service in the American merchant marine.

Swinguedaux, who has been a chef at Washington's Mayflower and Shoreham hotels, Cincinnati's Netherland's Plaza, Albany's DeWitt Clinton as well as the Miami Biltmore and the New York Athletic Club and the Waldorf Astoria, has been in two armies and two merchant marines since the beginning of the war.

In July, 1939, he went to France to visit his family, and in September, when war broke out, he joined the French Army. After the collapse of France he joined the Canadian Army, but was wounded in action and was soon discharged. He then joined the Fighting French merchant marine. On one trip his ship was torpedoed and he spent two days in a life-



Adolph Jean Swinguedaux

boat in icy waters off Halifax before being picked up. He finally left the merchant marine and went to work in the Savoy grill kitchen.

On the Eighth Army front British patrols fought in the streets of Monteficione with a large German garrison. After a bloody engagement the British withdrew toward their main lines.

Reports from the front yesterday told of particularly violent fighting and emphasized that further advances toward Rome would have to be made in the face of stubborn enemy resistance.

A Possible Withdrawal

Other dispatches, however, gave some encouragement to the belief that the Germans might be preparing a general withdrawal.

From both Fifth and Eighth army fronts came reports of numerous fires in the rear of German positions, indicating that the Germans might be destroying ammunition dumps in anticipation of a retreat.

Although the Germans were said to be bending all their efforts to conserve men and materials, in the last two days the Allies captured more prisoners than at any time since the first penetration of the river line. Germans were taken on most sections of the front as the Fifth Army pushed on.

New Bridgeheads

While forward units of the Fifth Army continued to push slowly forward of the bases north of the Volturmo, additional bridgeheads were constructed across the river. Over them tanks, heavy guns and trucks loaded with supplies moved toward the front.

In spite of unfavorable weather over target areas, aircraft of the Northwest African Air Force Sunday continued to attack enemy communications and positions in Italy.

Medium bombers raided Alife, northeast of Capua, and fighters swept up the east coast railroad toward Ancona. Motor transport and bridges in the area south of Rome were attacked by light bombers Sunday night, yesterday's Allied communique announced.

Meanwhile, reconnaissance photos confirmed the sinking of an enemy merchant vessel off the coast of Greece on Saturday.

Only three Allied aircraft failed to return from missions in Italy.

German artillery fire increased along the whole Volturmo front yesterday, apparently confirming reports that the Nazis were prepared to resist all further Allied advances.

The Germans are entrenched on the Mastico Ridge, about eight miles north of Volturmo and only three miles from the canal along which the Fifth Army has dug in.

In their drive toward Rome the Fifth Army will have to fight its way through the enemy positions, which are strung along the 2,500-foot ridge towering above the river valley.

Under the slopes of the ridge the coastal railroad from Naples to Rome tunnels. Embedded in the woods are German gun nests.

Yesterday's counter-attacks launched against the British indicated that the Germans would yield the ridge only after a heavy struggle.

Big Air Blows Due from Italy

ALLIED HQ., North Africa, Oct. 18 (AP)—The powerful bomber fleets of the Northwest Africa air force which have swept all before them in the Mediterranean are preparing a great bombing offensive against Hitler's Reich.

An official announcement from the NWAAF declared:

"Within a short time the Allies will be in a position to hit vital military objectives in Germany, from either England or Italy, taking advantage of the most favorable weather in each case."

At the same time the striking force of the strategic air force under General Doolittle is ready to hammer Bulgaria, Rumania, and Hungary out of the war just as Italy was beaten to her knees.

THE STARS AND STRIPES

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Hash Marks

Question of the Week (by Sgt. L. W. Gustafson): What does a censor do when his office is flooded with mail marked, "Do Not Open Until Christmas"?
A damsel really has to be in distress before a member of the McKeesport, Pa., constabulary will come to her aid. Police-



men of that city have been barred from holding conversations with females in the street "unless on matters pertaining to duty."

Via carrier pigeon comes word that an airplane crashed recently off the coast of one of the German-occupied countries. A fisherman hastened out in his boat on a rescue mission, but returned in a short while empty-handed. "Nazis," he explained tersely. "But weren't they alive?" he was asked. "Two of them said they were," admitted the stolid fisherman, "but you know how these Nazis lie."

Everything happens to the OPA. They just got a complaint that a mid-west landlady had fixed up a rear porch as a bedroom, was collecting six bucks a week rent and getting an additional rake-off by charging two bucks extra per week for "use of the front door."

We see by the papers that a special diet is in order for the six Cuban flamingos brought to the St. Louis zoo a year ago. The zoo director ordered the change in the birds' eating habits after they had faded from the natural deep pink color to that of sickly amber. Which gives us an idea. Maybe when we turn a pale green they'll take us off of brussel sprouts, we hope, we hope, we hope.

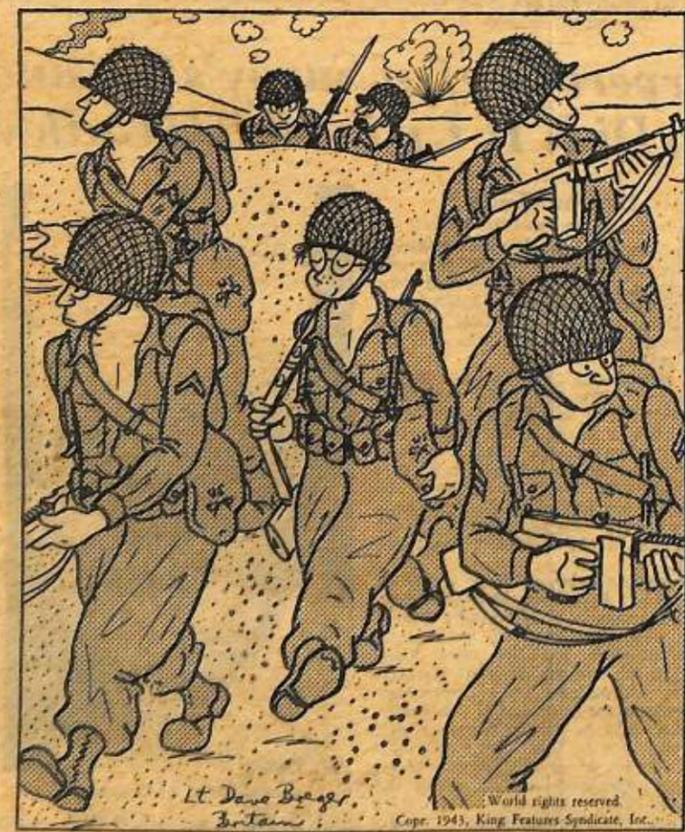
Things are looking up in the South Pacific and it's all due to GI-ingenuity. Marine Pfc Norman Peterson, of Atlanta,



Mich., built a still of empty cans, kegs and a steel coil from a wrecked bomber. Into the still he poured canned peaches, and the resulting concoction, say the Marines, was the best peach brandy in the Solomons. And no revenooers to worry about, either.

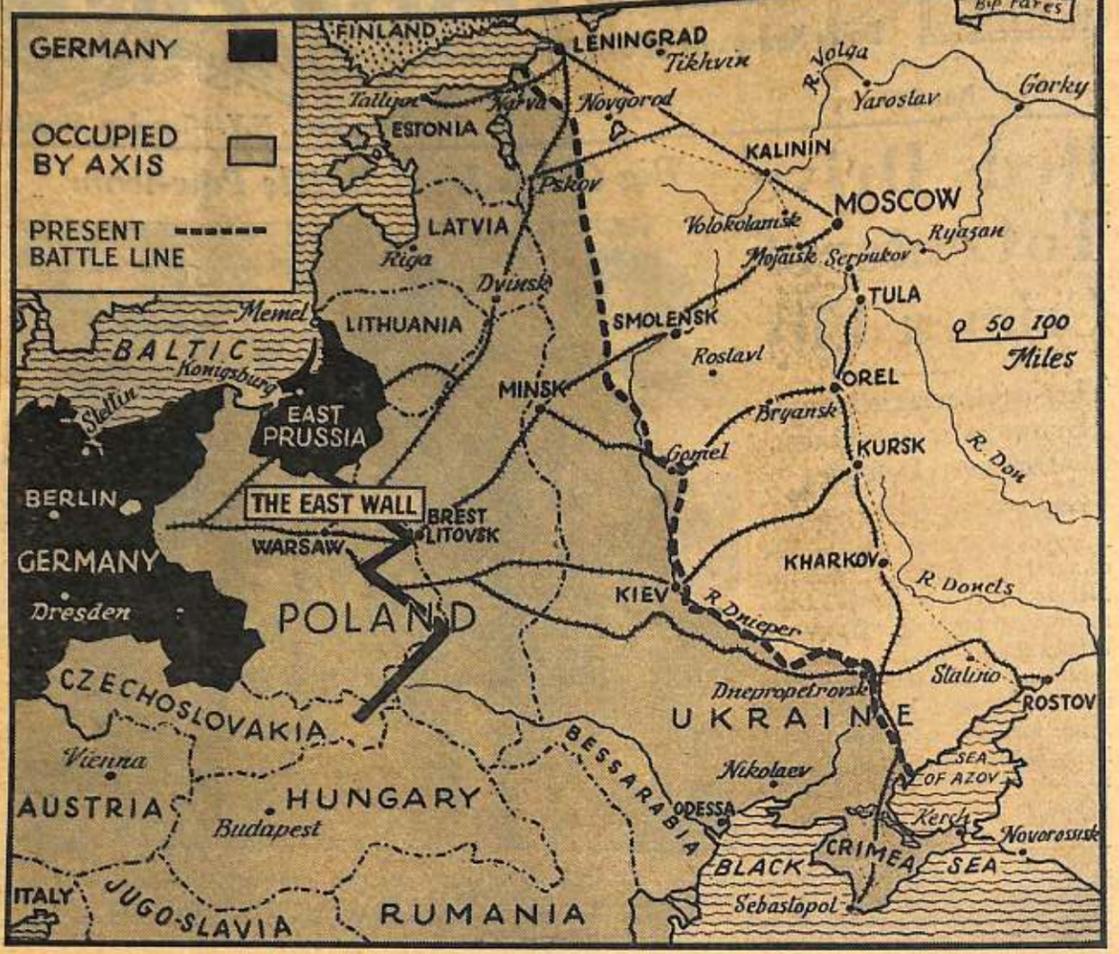
News Flash. We've just heard about a man who ACTUALLY got his coffee served WITH his meal over here—he was going to be hanged and it was his last repast.

PRIVATE BREGER



"He said there's nothing in the Articles of War against hiring body-guards!"

The 'East Wall'—Nazi Mystery Line



Menace in West May Force Germans Back To This Line

By Joseph W. Grigg Jr. United Press Staff Correspondent

Germany's Russian front armies may be driven back this winter on to Adolf Hitler's little-known eastern Siegfried Line, the so-called "East Wall" fortifications in Poland, military experts predicted yesterday.

This would mean a retreat of some 300 miles or more from the present front in Russia. It would enable the Germans to shorten their present 1,100-mile line to 800 miles, releasing perhaps 50 divisions to meet the Allied invasion menace in the west.

Such a retreat probably would involve evacuation of the Baltic countries and Finland. It would, however, enable the Germans to establish a relatively strong front from Memel or Riga to the mouth of the Dniester. It might, some experts believe, become necessary if the Russians succeed in smashing the crumbling Dnieper River line before the present campaign is bogged down by rain and cold.

The East Wall, whose real strength today still is one of the war's major mysteries, was built in conditions of greatest secrecy between the autumn of 1939 and spring, 1941. It was ballyhooed by Nazi

propaganda as a massive, impenetrable barrier of concrete and steel forts, in some places more than 30 miles deep, as powerful as Germany's West Wall along the Netherlands, Belgian and French frontiers.

Few, if any, foreigners have been permitted to see the East Wall fortifications. Today they still are one of Germany's most jealously guarded military secrets.

Forms Letter 'W'

From such little reliable information as it has been possible to piece together, the East Wall constitutes a great letter "W," following roughly the course of the October, 1939, demarcation line in Poland between Germany and Russia. It runs southwards from the Masurian lakes, in East Prussia, along the line of the Polish River Bug through Brest Litovsk to a point southeast of Lublin, then swings back southwestwards to the San River, then southeastwards again to the Carpathian mountains. Its center is protected by the impenetrable Priepet marshes.

The line was begun immediately after the conquest of Poland. Tens of thousands of workers of the Todt Organization and the Nazi Labor Service were rushed to Poland to complete the job in the shortest possible time.

Huge tracts were cleared entirely of their Polish population. Bulldozers tore up forests and heathlands to create a network of strategic airfields in great depth behind the main fortifications. New concrete military highways and double-track railroads were driven through central Poland to enable rapid troop movements.

According to Nazi accounts at the time, thousands of concrete mixers worked day and night, pouring material for huge underground forts, gun cupoles, pill-boxes, saw-toothed anti-tank obstacles and ditches.

Like Maginot Line

The Germans told of immense subterranean barracks and forts like those of the Maginot Line, with accommodation for whole regiments for indefinite periods.

The East Wall was used as the main supply base from which the invasion of Russia was launched in June, 1941.

The true strength of the East Wall still is largely a matter of guesswork, but the Nazi propaganda descriptions probably are highly colored and exaggerated. There seems no reason to believe the line is any more impregnable than any other line of fortifications has proved in the present war.

In all probability the East Wall does not constitute a continuous line such as the former Maginot Line, but is a series of pill-boxes and forts in considerable depth with anti-tank emplacements, making use as far as possible of natural defense lines like rivers and hills. It relies to a considerable extent, like the West Wall, on cross-fire from neighboring pill-boxes and bunkers. Chances are that, in view of the haste with which it was constructed, it actually is considerably less formidable than the West Wall.

It also is doubtful whether the forts have been kept in good condition, although they undoubtedly could be made ready for manning at relatively short notice.

Some idea of the depth of the line can

be seen from the fact that some of its forts stretch back almost to the eastern suburbs of Warsaw itself. This would indicate that, at some points at least, the fortifications are as much as 40 to 45 miles in depth.

The 1939 East Wall fortifications are linked up with a much earlier line constructed by the Germans between 1930 and 1936 in East Prussia, based on the Masurian Lakes, near Tannenberg, and the fortress of Allenstein. These fortifications were intended to protect East Prussia from a Polish attack from the south.

Still farther back, along the old German-Polish frontier, some 80 miles east of Berlin, as well as in Upper Silesia, are other fortifications thrown up in a hurry by the Germans shortly before the invasion of Poland. They probably have been neglected altogether since then and, in any event, would only be used for a last desperate stand in the East at the gateway to the Old Reich itself.

Notes from the Air Force

S/Sgt. James F. Jones, 21-year-old Fort tail gunner from Baltimore, fell out of his ship without a parachute and lived to tell about it.

It happened at night and Jones doesn't know how far he fell. It was far enough for him to pull his parachute out of his pack but not far enough to give the chute time to open. Nobody in the crew was able to say definitely what the altitude was at the time. Crew members' estimate ranged from 25 to 100 feet. The distance was probably under 50 feet, Jones believed.

The Fort was returning in darkness from a late afternoon raid on the U-boat locks and pens at La Pallice, France. The ship was over England but was temporarily lost in clouds and darkness. The pilot was unaware of his dangerously low altitude because of a 1,000-foot error in the altimeter reading, said to have been introduced by a storm center. Suddenly the Fort struck and ricocheted off the top of a hill and immediately zoomed upward. The impact threw Sgt. Jones against the escape door in the tail section of the ship and as the Fortress careered upward the door opened and out Jones went.

Fortunately Jones fell on soft ground. He was knocked unconscious, but his only injury was a slightly sprained leg and minor cuts and bruises.

THE song "Coming In on a Wing and a Prayer" has a literal meaning to many USAAF fliers, but to none more than to the crew of the Flying Fort Iza Angel. The Fort, crippled and flying alone, engaged in a running fight over France with eight Nazi interceptors, shot down four of them and returned safely to an emergency landing at an RAF base in England.

Hit in the wing and badly damaged on the way to attack a Paris target, the Fort was forced to leave its formation and head for home. The Nazi fighters flew high above the crippled plane to create the impression of a friendly escort. Shortly after the Fort had turned back from its formation, the swastika-marked pursuits ripped in for the kill.

1/Lt. Henry J. Nagorka, of Elyria, Ohio, the pilot, and 2/Lt. Gilbert N. Parker, of Seattle, co-pilot, twisted and turned the crippled ship. Four of the Nazis were shot down and all the others, except one, broke off the battle. The lone Nazi, which the crew nicknamed "Ferdinand," followed the B17 to the French coast before giving up.

NEWS FROM HOME Unprecedented C46 Production Plan Announced

Commandos Have Greater Capacity Than 36-Foot Railroad Freight Car

NEW YORK, Oct. 18—A program to produce the Curtiss (C46) Commando on the largest scale "ever projected in peace or war" was announced yesterday by Burdette S. Wright, vice-president in charge of the Airplane division of the Curtiss-Wright Corp.

The Commando, the world's largest twin-engine cargo aircraft, has a cargo capacity of 2,755 cubic feet—greater than that of a standard American 36-foot railroad freight car. Its wing span is equal to that of the four-engine Flying Fortress. Its two 2,000 horse-power engines give it a racing speed of more than 250 miles an hour.

The Commando is now under construction in Curtiss-Wright plants in Buffalo, N.Y. Under the new program, plants in St. Louis, Mo., and Louisville, Ky., and a Higgins Aircraft factory near New Orleans also will begin production.

Flynn's Accuser Sees Child

SAN FRANCISCO, Oct. 18—Shirley Evans Hassau, who has filed a suit charging that Errol Flynn is the father of her three-year-old daughter, arrived yesterday from Los Angeles to see the child. Mrs. Hassau said her family was 100 per cent in favor of her suit. She accused Flynn of seducing her after a Hollywood night club party.

Communist League Disbands

NEW YORK, Oct. 18—The Young Communists' League voted to dissolve its organization yesterday and formed a temporary committee to consider the formation of a new national youth group.

American Forces Network

Operated by Radio Branch, Special Service Division, SOS, ETO

1402 kc. On Your Dial 1420 kc.
213.9m. 211.3m.

Tuesday, Oct. 19

- 1100—GI Jive.
- 1145—Hi Neighbor—Music by Bob Crosby and news from Richmond, Va.
- 1130—Bing Crosby.
- 1200—Band Wagon—Horace Heidt.
- 1230—Return Engagement—Music from America.
- 1300—News (BBC).
- 1310—Barracks Box.
- 1400—Sign off until 1745.
- 1745—Spotlight on Russ Morgan.
- 1800—News (BBC).
- 1810—Personal Album—The Smoothies.
- 1825—GI Supper Club.
- 1900—Sports—Stars and Stripes radio reporter.
- 1905—The Kate Smith Show.
- 1930—The Lone Ranger—"Hi Ho Silver, Away!!!"
- 2000—News from Home—Stars and Stripes round-up.
- 2010—The Fred Waring Show.
- 2025—Boring Bouts—Blow by blow description. Rainbow Corner; Sgt. Marry Smith, Pfc Keith Jameson.
- 2100—News (BBC).
- 2110—Waltz Time.
- 2125—Into Battle—The fighting spirit of the United Nations.
- 2135—Fibber McGee and Molly.
- 2200—Shep Fields and his orchestra.
- 2220—Final Edition—Stars and Stripes news.
- 2230—Sign off until Oct. 20 at 1100 hours.

V-Mail Designs for Christmas Cards



V-Mail Cards-

(Continued from page 1)

all three designs. Soldiers should have them by Nov. 1, officials said.

Forms should be addressed, bear the usual return address, and will be uncensored in the normal way. Signatures may be added, but no message or other endorsement. Release of the cards will be made back home just before Christmas, so they should not be dated. ETO mailing deadline is Nov. 15.

The first of the "non-request" Christmas parcels for ETO soldiers—those mailed in the States between Sept. 15 and Oct. 15—already have started to arrive, postal officials also announced.

Between now and Christmas 5,000,000 more are expected, they added. That will be a considerable jump on last year's total, even though the mailing of parcels was then unrestricted. This year soldiers can get only one parcel a week from the same person.

The amount of letter mail from home also has soared. Officials anticipate that APOs will handle 70,000,000 letters and cards during this year's Christmas rush. Mail is going out from the ETO on a comparable scale.

Although the deadline for mailing ETO parcels to arrive in the States in time for Christmas was last Friday, officials said late shoppers may still get them home in time if they mail them immediately.

These V-mail "Christmas cards," which were designed by Stars and Stripes staff artists, Lt. Dave Bregger (upper left) and Sgts. Richard Wingert (above) and Curtis Swan (lower left), are being distributed free to ETO troops by the APOs. No others will be allowed. Mailing deadline is Nov. 15.

Bomb Caught in Bomb Bay Nearly Blows Up Fortress

(Continued from page 1)

he wanted some evasive action, and quickly.

"I was in a helluva fix," Ness recounted. "Reeder had summed up the situation tersely, yet I knew what the gunners wanted."

More than 200 enemy fighters were in the air at the time. Twin-engined fighters laid back, pecking rockets at the helpless Max, whose plight was evident to them all, while others tore in close, their guns singing.

Ness came back and had a try at working the bomb loose. In the 35-below zero temperature, he nearly froze.

Then Reeder, with Ratliffe holding a "walkaround" oxygen flask for him, which gave the bombardier about two minutes in which to work, went back to the bomb bay, twisted his legs around the catwalk, and went to work practically hanging out of the ship upside down.

He screwed the propeller up tight, got two pins into the detonator mechanism, and cut the tail fuse. But his oxygen began to run out and he began to get white. Moreover, at that instant he had

to be hauled back up and rushed into the nose of the Max, there to handle a gun to help beat off a terrific horde of Nazi fighters swarming in.

That bunch beaten off, he returned to his job, making the bomb harmless. It then was jettisoned.

"We closed the bomb bay doors then, and over the intercom you could hear Ratliffe holler, 'OK, Skipper. Kick it all you want to,'" Reeder said.

Ness, whose ship was named for his kid brother, an Air Forces cadet killed in a training flight back in the States, had no rookie crew aboard. All were veterans.

Others in the ship were the co-pilot, 2/Lt. Silas Ashwell, of Seattle, for whom the raid was his 11th mission; navigator, 2/Lt. Robert W. Doyle, of Englewood, N.J., 15th; top turret gunner, T/Sgt. Charles E. Walsh, of Kansas City, 12th; ball turret gunner, S/Sgt. J. J. Tambe, of Rochester, N.Y., 16th; left waist gunner, Sgt. E. P. Madak, of Cleveland, 3rd; and right waist gunner, Sgt. Jack D. Ferguson, of San Antonio, Tex., 5th.

Japs Suffer New Air Defeat by Fifth Air Force

Allies Destroy 81 Planes, Boost Two-Week Total to 261

ALLIED HQ, Southwest Pacific, Oct. 18—U.S. planes of the Fifth Air Force, supported by the RAAF, yesterday dealt the Japanese another crushing air defeat, destroying 84 Jap planes in battles in the Houn Gulf area.

This new triumph brings the total of enemy planes destroyed in operations during the last two weeks to 261.

At Oro Bay, Jap dive-bombers and fighters attempted to attack Allied shipping, but were virtually annihilated before any damage could be done. Twenty-six bombers and fighters were shot down and 11 others damaged.

U.S. medium bombers, escorted by fighters, bombed and strafed Madang—goal of the Australian and U.S. ground forces pushing along the Ramu Valley—inflicting heavy damage on the airport and dock installations.

Many planes were destroyed on the ground and 16 of 40 Zeros were shot down after a futile attempt to intercept the formation.

The already-devastated Jap base at Wewak was the target for another Allied air onslaught. Ten planes were destroyed in dispersal areas, 12 others were destroyed or badly damaged.

Elsewhere in the New Guinea area, U.S. planes destroyed or damaged seven Jap bombers and fighters on the ground at Cape Gloucester. Supply dumps and dispersal areas were heavily bombed.

A single reconnaissance bomber over Vitiaz Straits fought off nine Zeros, shooting down two.

Raids - - -

(Continued from page 1)

was caught and chased by eight P47s. Six of the eight pilots reported they raked it with bullets so that credit for the kill was split half a dozen ways.

Earlier RAF Mosquitoes bombed targets in Berlin and western Germany without loss late Sunday night and early yesterday.

About 15 enemy aircraft crossed the coasts of East Anglia and southeast England soon after midnight Sunday night. The Ministry of Home Security said bombs caused some damage and a small number of fatalities. One raider was destroyed.

Courses on World Affairs For London Officers Only

The Special Service division, Hq. SOS, explained yesterday that a series of four three-day courses on world problems to be conducted by the Royal Institute of International Affairs beginning Oct. 28 would be limited to officers living in the London area, because of billeting difficulties.

Applications for the courses should be made to the chief of special service through channels, the division said.

New Racks Lift B17s Potential Bomb Load to Ten Tons

Printed below is the Office of War Information's report on the performance and production of U.S. military and navy bombers. The section on fighter planes was printed yesterday.

Heavy Four Engine Bombers

The newest models of both the Boeing B17 (Flying Fortress) and the Consolidated B24 (Liberator) bombers are equipped with new defensive armament in the form of nose turrets with the machine-gun installations. External bomb-racks can increase the potential bomb capacity of the B17 to 20,800 pounds. Nevertheless, this plane has a slightly smaller bomb capacity at long range than the B24. The B17 is being concentrated in the Western European Theater and Australia—for longer range operations. B24s have made round-trip flights up to 2,600 miles: the raid on the Ploesti oil fields in Rumania from bases in Egypt, the raid on the Messerschmitt works at Wiener Neustadt, and raids in the Pacific to Wake, Paramushiru and Surabaya. The B24 is used by the Navy under the designation PB4Y-1, for land bombers in the South Pacific and for anti-submarine warfare.

The B17, with its Wright Cyclone engines, and the B24, with its Pratt and Whitney, have set an unrivaled record for large scale, precise, daylight destruction of enemy targets. The past year has proved to the hilt the validity of the American theory of precision daylight bombing which aims to destroy key parts of highly strategic industries such as fighter aircraft factories, oil and rubber plants and power installations. Heavy night-bombing of European targets continues to be accomplished chiefly by British Lancasters and Halifaxes.

North American B25 Mitchell

New models of this two-engine Tokio raider are equipped with heavier arma-

ment and possess increased speed and range. The B25 is the chief medium bomber in the present programme, production of the Martin B26 "Marauder" being tapered off. B25s powered with Wright Cyclone engines are flying on 11 fronts, are used by both Army and Navy for anti-submarine patrol service, and have scored particular successes with skip-bombing.

Martin B26 Marauder

Despite its high speed, good load capacity, and excellent combat performance in several theaters, notably in New Guinea, the Mediterranean, and Europe, the production of this plane is being tapered off. Air forces' policy is to reduce the number of models, concentrating production on highest performance types in a combat classification. Changing demands of tactical operations also entered into the decision to use trained Martin personnel and factory sites for production of other more urgently required bomber types.

Douglas A20 Havoc

This is the principal light Army bomber in the program until the totally new

advanced light bomber mentioned above comes into production. The newest Havoc, used by the Army for low-level bombing, is fitted with a power turret and with armament for ground strafing. A20s, powered with Wright Cyclone engines, are highly versatile, and have been active over Tunisia, Australia and New Guinea. A20s are widely used by the RAF under the designation "Boston."

The A24, Army version of the Douglas SBD "Dauntless" dive-bomber, is now being produced in decreasing numbers, chiefly for training purposes.

Douglas SBD "Dauntless" Dive-Bomber

Improved SBDs with increased horsepower and armament have gone into combat areas in large numbers. They have dive-bombed many a Jap vessel to the bottom and destroyed many fighters.

On some occasions in the Pacific, SBDs have taken on jobs more properly done by fighters, as for instance acting as patrol against Jap torpedo and dive-bombers. In some of these engagements the SBDs have suffered heavily from the Japs' fighter escorts, in others they have made brilliant scores.

Terry and the Pirates

