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400 Planes Bomb, Gun Italy's Isles

Axis Planes Now Giving Stiff Resistance Over Invasion Defenses

By Noland Norgaard

Associated Press War Correspondent

ALLIED HQ, North Africa, May 26—Allied aircraft gave Italy's outer invasion defenses—Sicily, Sardinia and Pantellaria—what was officially called a "terrific hammering" yesterday, destroying 23 Axis planes in air combat.

Nearly 400 planes of the North West African Air Force bombed and gunned a variety of targets, principally docks, shipping and airfields, disrupting communications and destroying supplies.

Eleven Allied planes were lost yesterday, today's communique disclosed. That is a small proportion in view of the large attacking forces.

(The Luftwaffe and the Italian Air Force are beginning to fight back at last, United Press reported. For the first time Tuesday they made a real effort to counter the increasing hammering which the Allied air forces have been inflicting on Sicily, Sardinia and the toe of Italy. Pilots in many areas reported increased opposition not only in numbers but in the way in which the enemy tried to attack.)

An authoritative announcement said "great damage was done to important military targets and a supply ship and a tug were set on fire."

However great was yesterday's pounding of Sicilian and Sardinian bases, the operations shortly will be dwarfed by attacks now in preparation, an authoritative source at headquarters said.

Unfair, Rome Complains

(Rome radio, apparently forgetting that Italian airmen slaughtered natives in the Abyssinian campaign and joined in the terror raids on London, complained yesterday, according to United Press: "This is not war, clean war, but organized butchery." The announcer, commenting on Allied raids on Italy and her Mediterranean islands, claimed that Britain had turned down German suggestions in 1925 and 1932 for abolition of air warfare.)

Yesterday's raids were highlighted by the Flying Fortresses' blasting of Messina, which was described as one of the most successful air operations of the North African campaign.

Photographic reconnaissance shows that tight clusters of bombs fell on the military area, causing great devastation. Direct hits were scored on ferry berths, naval yards, military stores and other targets. Hits on a seaplane base caused great explosions and clouds of smoke were seen rising from the target.

Explosives were dropped along the runways and among the aircraft on the Bocca Di Falco airfield in Sicily yesterday by Lightnings.

Stiffest Dog Fights

The American pilots encountered heavy flak over the target and then had to find their way home through one of the stiffest dog fights in which they were ever engaged.

The fight began when about 25 Me109s attacked the Lightnings. Nine were shot down in the ensuing combats.

An effective attack on Porto Empedocle, a small harbor on the southern coast of Sicily, was made by American Raiders escorted by bomb-carrying Lightnings. Hits were seen among small boats on the west quay, on two sheds of the sulphur refinery and on a railway junction, causing smoke and fires visible 25 miles. Lightnings scored two hits west of a power house and one directly on it. Another hit the refinery, other bombs hit waterfront installations and warehouses.

U.S. Casualties Total 83,756

WASHINGTON, May 26—American casualties since the outbreak of the war were set at 83,756 dead, wounded or missing, in a War Department announcement today. The total does not include men listed as prisoners by the Navy but does include Army men captured by the enemy. Army figures, as of May 25, were: Killed, 6,318; wounded, 13,598; missing, 22,905; captured, 15,836. The totals include 12,500 Philippine Scouts, of whom 469 were killed, 747 wounded and the rest presumably captured by the Japs. The Navy lost 5,620 killed, 2,233 wounded and 9,894 missing. The Marine Corps figures are: 1,594 killed, 2,446 wounded and 1,071 missing. Coast Guard losses were: 78 killed, 22 wounded, 158 missing.

Knows the Enemy



Brig. Gen. James C. Crockett

Army's Expert On Wehrmacht Joins ETO Staff

Gen. Crockett Was Attache In Berlin Five Years; Studied in Reich

Brig. Gen. James C. Crockett, recognized as one of the outstanding authorities on the organization and equipment of the German Army, especially armored units, and for four years assistant military attache to the American Embassy in Berlin, has been assigned to the general staff of the U.S. Army in the European Theater of Operations, it was announced at headquarters yesterday.

His tour of duty in Germany, from 1933 to 1937, included two years' study at the German Kriegsakademie, in Berlin, following immediately his graduation from the Army War College in Washington.

Gen. Crockett, who is 44 and a native of Troy, Tenn., was graduated in 1912 from the University of the South in Tennessee, with a bachelor of arts degree in languages, including German, French, Greek and Latin.

In France in '18

He saw considerable service in the World War, being commissioned from the Officers' Reserve Corps and going overseas in 1917 with the 356th Infantry, 89th Division.

He participated in the defense of the Meuse sector, St. Mihiel, the Meuse-Argonne and the Army of Occupation.

The general served as executive officer of the First Infantry Brigade, First Division, in 1925-26, and the following year was appointed aide-de-camp to Maj. Gen. Preston Brown, commanding general of the First Corps. In 1930-32 he was aide to Gen. Brown in the Panama Canal Department.

From 1933 to 1937 he was stationed in Germany and then was transferred for a two-year tour of duty to Fort Warren, Wyo., as a battalion commander in the First Infantry.

He was assigned as instructor to the Command and General Staff School, Fort Leavenworth, Kan., 1939-41, and then

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Dusseldorf Is Bombed by RAF In War's Second Heaviest Raid; 8,000-Pounders Blast Industries

U.S. Generals Knighted

Gen. Dwight D. Eisenhower, commander-in-chief of the Allied Forces in North Africa, and Gen. Douglas MacArthur, commander-in-chief of Allied Forces in the Southwest Pacific, have been appointed to the "Most Honorable Order of the Bath" by King George, the British War Office announced early this morning.

The two generals will be Knights Grand Cross (GCB), one of the four highest orders in the English knighthood. The order was founded in 1399 by Henry IV.

The order is limited to 57 in the military division and 27 in the civil. British subjects who are appointed to the order assume the title "Sir," but American and other non-British holders of the appointments do not use the title "Sir."

After the last war Gen. John J. Pershing was awarded the title of Knight Grand Cross.

Churchill Invites Italy To Quit, Promises Germans More Bombs

WASHINGTON, May 26—Prime Minister Winston Churchill invited Italy to quit the war, hinted to Russia that she might help in the Pacific and promised unrelenting bombing to Germany, as he took part in President Roosevelt's press conference here yesterday.

As far as another fighting front was concerned, the Prime Minister seemed to project the action into the somewhat indefinite future since he said that no steps had been taken to select an Allied commander-in-chief for such a venture.

He made it clear that the war against Japan was to be intensified, but without any let-up in the attack against Germany.

The White House disclosed today that a brief, joint statement on the Roosevelt-Churchill conference is being prepared and will be issued soon, perhaps tomorrow.

The two Allied leaders spent the morning together.

Resources Are Ample

"Today," said the Prime Minister, "our resources enable us to wage war on both fronts simultaneously. Our forces are ample. It is a matter of time and difficulty to apply them."

The United Nations surplus of new ships over U-boat sinkings in the last six months has been "substantial," Mr. Churchill said, adding:

"The rate at which U-boats were sunk has never been equalled. "Some wonderful things are being produced on both sides of the Atlantic, and everything we have we share," he said.

Mr. Churchill's references to Russia were highly complimentary.

"The Russians," he asserted, "have torn the heart and guts out of the German Army. I express my full confidence that they will hurl back any attacks on them this year. They have suffered very grievous losses. They are holding 218 divisions. Bearing all that weight, I certainly do not feel I ought to suggest asking more from the Russians."

"Their strength may grow, and they know that Japan watches them with a purely opportunist eye. But it is not for me to make suggestions."

The Italians, said the Prime Minister, "would be well advised to dismiss their leaders and throw themselves on the justice of those they have so grievously

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Boxing Tourney At Semi-finals

Whalen Chills Marine; Bouts Today Begin At 2 PM

With two days of battling at the Rainbow Corner behind them, 42 fighters advanced another step on the climb for The Stars and Stripes ETO Boxing Championships.

Scheduled for this afternoon are the quarter-finals in the welterweight bracket as well as two heavyweight quarter-finals. The remaining bouts are all semi-finals. First afternoon bouts begin at 2 PM, the evening show at 7:30 PM.

One boy already has clinched a final berth, Sgt. Chester Ruby—Division, bantamweight titlist from Baltimore, who drew a bye in last night's semi-finals.

Pvt. Ed Whalen, welterweight engineer from Brooklyn, put on the individual show of the tournament so far scoring two knockouts in yesterday's session. In the afternoon he polished off Pfc Cloyd Hamm, Marine from Washington, then came back on the evening session to drop Cpl. Douglas Phillips, of Campbellville, Ky., in 2:45 of the first round.

Fierly little Pfc Gene Donato, of Steelton, Pa., Eighth Air Force champion, pulled the surprise of the day when he knocked over the dope bucket by out-pointing Cpl. George Spontak, of Pittsburgh, — Division co-champion, in the only lightweight scrap of the evening.

Gene, who was considered no match for Spontak before the fight, took everything the more experienced Spontak could offer—including two low blows in the second (which caused Referee Tex Blaisdell to stop the fight for five minutes)—and dished it out as well. Donato's game and boxing skill had the crowd cheering for him all the way through.

The situation wasn't well in hand when Pvt. Ed Whalen, welterweight from Brooklyn, caught leatherneck Pfc Cloyd Hamm, Washington, with a right cross flush to the button. Whalen hit Hamm only one solid blow, but that was all that was needed to drape the Marine over

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Six American Soldiers Killed by Sneak Raiders

Six American soldiers, on pass at a south coast town, were killed yesterday when sneak raiders bombed and machine-gunned the town. The soldiers were entombed when a hotel was wrecked by a bomb.

Pvt. John Tworyczczuk, of Moosic, Pa., slightly injured in the raid, was recommended for the Soldiers Medal by Lt. Col. William Perry, of Baltimore, Md., battalion commander. Tworyczczuk snatched a woman out of danger from falling debris, and took a machine-gunned comrade to a hospital before discovering that he himself had been wounded by a falling wall.

Next of kin of the dead soldiers have been notified. Burial will take place today in the military cemetery, Brookwood.

Attack on Steel City Adds to Damage From Flood

An RAF bomber force, estimated at between 500 and 1,000 planes, raided Dusseldorf early yesterday and plastered the German city with 8,000-pound bombs in what air experts called the "second heaviest raid of the war."

It was the 52nd time the city had been raided, the last attack being on Jan. 27.

Returning pilots said that in spite of heavy clouds over the target they had given the city a battering comparable to that delivered against Dortmund early Sunday morning. The Dortmund raid was described as the biggest in the history of aerial warfare.

The Air Ministry admitted the loss of 27 bombers in the Dusseldorf attack, indicating a huge force had been engaged.

Flood Waters Spread

The Dusseldorf raid, another in the series intended to knock out German war industry, came as the Ruhr floods from the bombed Mohne and Eder dams reached the important city of Cassel.

German radio admitted that the waters had reached that town in a broadcast lauding the heroism of a Storm Trooper who saved six people from drowning when "roaring floods from the dam surrounded houses in the town."

Munition plants in Dortmund, Duisburg and other Ruhr towns are idle, German officials admitted yesterday, largely through the lack of electric power. Neutral news dispatches, quoted by the Soviet news agency, said a conference had been called to discuss the shortage of electric power and to seek means of remedying it. Further cuts are being made in German domestic use of electricity, these reports said.

There was no immediate retaliation by the Luftwaffe. German FW190s, trying to sneak in on a southeast coast town within a few hours of the Dusseldorf raid, were met by an RAF fighter squadron which turned them back and shot down five.

Munitions, Steel Center

Although Dusseldorf was the main target, an excursion was made to Elberfeld, a few miles to the east, which was also attacked.

The tonnage of bombs dropped was estimated at 2,000.

Located just outside the Ruhr Valley, Dusseldorf is the site of steel and iron foundries, machine shops, factories and armament works.

Even before the raid the city was reported feeling the effects of the Ruhr floods, through the lack of electric power. RAF strategists were confident yesterday that the flood effects, plus yesterday's heavy lashing, would seriously affect the city's output of motor vehicle parts, torpedoes, mines, armor plate, aircraft parts, explosives and heavy guns. The most important shop is the huge Rheinmetall works, second only to the Krupp plant at Essen as a producer of equipment for Hitler's armies.

Berlin radio admitted yesterday after

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Many U.S. Africa Pilots Go Home

CAIRO, May 27 (UP)—Many of the U.S. pilots who took part in the Palm Sunday "massacre" of German transports off the Tunisian coast, are among the airmen who are returning to the U.S. from the Middle East to train new fighter pilots.

They belong to the 57th group which shot down 75 planes and probably destroyed another 51, in a single day.

"The RAF taught us everything we know about air fighting said one of them. "But we taught them how to fly the Lightning."

Announcing the fact that the men were to return to the U.S., Maj. Gen. I. H. Brereton, Ninth Air Force commander, added: "They will be coming back shortly, either to the Middle East or to some other theater of war."

More Canadians Arrive

Additional reinforcements for the Canadian Army in Britain have arrived safely at a British port. They included infantry, artillery, engineers, armored corps, medicals and dentals and other arms and services.

New Streamline OD Duffle Bag To Replace Blue Barracks Type

By Richard Wilbur

Stars and Stripes Staff Writer

SOS HQ, May 26—A streamlined duffle bag to replace barracks bags now on Army issue has been developed for troops serving overseas, it was announced here today.

The new bags probably won't be available in the ETO for at least two months, according to production and shipping schedules, but overseas-bound soldiers in the U.S. will begin getting the new issue next week, QM officials were informed.

The new bag—which will be known, oddly enough, as "bag, duffle"—will be that drab olive-drab color, but to soldiers who have wrestled sad blue sacks around barracks and gang planks it should be welcome.

The duffle bag, replacing both A and B barracks bags, will be maneuverable, the QM department, SOS, expects. It is rectangular, 37 inches high on a bottom 13 1/2 inches square, and can be "easily carried through train passageways and ship companionways," according to word from Washington.

The new carryall has a strap on the side by which it may be toted horizontally as a suitcase, or slung from the shoulder in

the manner of a golf bag. The strap is of heavy web, two inches wide.

Why the change?

"Like every other military innovation, this new bag was developed as more suitable for modern warfare," Capt. Henry Childress, of the QM department, said. "It takes up less shipping space. It will stand a lot of rough handling, which the old barracks bag was never intended to do. It's water-repellent, too—made of singleply No. 10 duck, the heaviest available for the purpose."

Every soldier will keep one blue barracks bag for laundry purposes, Capt. Childress declared, and carry all his T/BA equipment in the new duffle, which has about a third larger capacity than the old bag.

How much will the new bag weigh, fully loaded, on the GI back?

"That depends on what you put in it," Capt. Childress said. "Of course it will mean leaving out a few accordions and guitars. It was made to hold initial equipment."

The new duffle is somewhat similar in design to the one used by the Marine Corps. It has a snap-fastening closure at the top, and, although padlocks will not be issued, it can be locked if necessary.

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U.S. Living Costs

Miss Frances Perkins, U.S. Secretary of Labor, reports that living costs of city workers in the United States were 1.5 per cent higher in the month ended March 15, 1943, than in the previous month. This rise, which occurred prior to President Roosevelt's "hold the line" order of April 8th, brought the level of living costs to 22.8 per cent above that for January 1941.

"The largest increase was in retail prices of foods, which went up 2.8 per cent over the month, and in spring clothing prices," Secretary Perkins said.

Explaining the rise in the cost of food, Miss Perkins said the chief reason was an advance from Feb. 15 to March 15 averaging 13.2 per cent in prices of fresh fruits and vegetables, with increases of about 40 per cent in cabbage, green beans and sweet potatoes, of about 18 per cent for white potatoes and 13 per cent for apples. These increases reflected heavy demand because of the rationing of canned goods.

The report also shows living costs were higher this February than in February 1942 in all cities for which comparable figures were available. San Francisco recorded the largest increase during the 12 month period with an advance of 11.2 per cent. New Orleans showed the smallest rise, namely 4.1 per cent. The cost of living for the United States as a whole during February was 7.0 per cent higher than in February 1942, and 18.4 per cent above January 1941.

Men who are making monthly allotments to relatives in the United States should take these figures into consideration when planning future allotments. Your families will need an additional allotment to maintain last year's standard of living, and money could be put to no better use.

Send more of each pay check home.

Dutch Ready

Holland has won its "silent war" against the Nazis. Resistance has passed from the passive to the active stage, and people are now waiting impatiently for the next phase of the war, claims a young Dutchman who recently escaped from Holland to Britain.

Ever since the occupation, says this escapee, Hollanders have had to develop unsuspected stores of resourcefulness to pursue their non-stop campaign of opposition. In factories the Dutch developed a "go-slow" technique; in the civil service they carried on a "paper war" of their own, utterly wrecking Nazi attempts at administration; from the pulpits the churches never ceased to inveigh against the creed of the crooked cross; doctors, students and farmers, retailers, wholesalers and manufacturers all defied the "New Order." Added to this came the nerve-war, with the haunting tap-tap-tap of the V-sign in cafes and other public places, the strange "disappearances" of Dutch quislings and the innumerable ways in which undisguised loathing for the members of the Dutch Nazi Party found its outlet.

All this was not done without retaliation. Thousands of the Dutch patriots paid for their participation with loss of freedom, forced labor or death. But the spark of freedom is now a flame in Holland, and zero hour will find new thousands of Dutch patriots ready for the signal which will turn loose the hatred of a whole people. This force in Holland will be worth many divisions of Allied troops, for Holland is ready to help an Allied invasion on a formidable scale. History will record the result.

The Beginning

Our conquest of Attu will, observes the New York Times, mark more than the end of a Japanese adventure. It is the beginning of an American adventure. For the past year the International date-line in the North Pacific has roughly indicated a strategic stalemate. But now the front of attack is sagging dangerously close to the enemy. On Attu we are nearer to Japan than at any other spot on the globe. Just as they did on Guadalcanal, the Japanese have accommodated us with a nearly completed air-strip. In due course our bombers may be using it. Perhaps their range will carry them to China, dropping remembrances on Tokyo on the way.

Hash Marks

Maybe the Army classification system works ok at that. We just heard of a guy who used to appear in vaudeville as the back-end of a horse act. The air force got him and now he's a tail-gunner on a bomber. Look's like he's been typed.

In Brockton, Mass., the dogcatcher got a complaint from a woman that a puppy



had been peeking into her window every night. Obviously a wolf-hound, no doubt.

Oddly enough, we have located a second man in this man's army with regulation initials. He is Lt. G. I. Cohn, and he hails from Illinois, California and New Jersey (in that order).

Hitler has often said he made Germany what it is today. Is that a boast or an apology?

Among our other vices, we have a weakness for poetry like this: No wonder the little duckling Wears on his face a frown, For it has just discovered Its first pair of pants was down.

A friendly GI stopped a little British kid on the street, gave the lad some candy and asked, "What's your ambition, sonny?" With a look of grim determination the wee lad replied, "I want to be big enough to wash my mother's cars."

"I'm hurtin'—they've wounded me!" shrieked Sgm2/c William Grattis, of Pasadena, Cal., while playing in the Seabee band at Sunday's opener of the N. Ireland baseball league. Grattis' cry came just as a foul tip winged its way into the stands. "Where did it get you, pal?" asked a concerned buddy. "Right in the middle of me French horn!" came the unexpected reply.

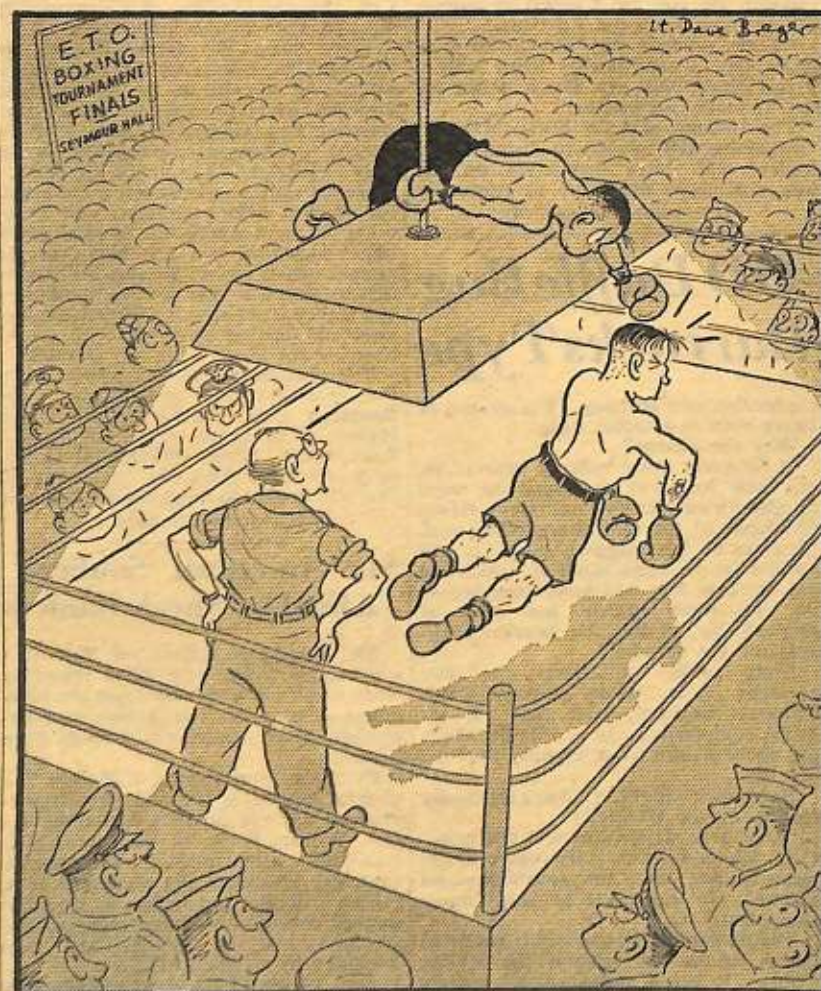
Manufacturers have paid thousands of dollars to copy writers for good slogans against absenteeism, but the best we've seen yet was in one of the Burton clothing plants over here. The sign reads: "Absence Makes the War Last Longer."

Somewhere in Florida there's a workman who probably wishes that fleas were



as big as New Jersey mosquitos. The guy said he had fallen ill as the result of a fleabite, but he lost his fight to win his workman's compensation pay. The court ruled that though he felt the flea bite him he had not actually seen it happen.

PRIVATE BREGER



"For the last time—no guerrilla tactics!"

How Does The P47 Shape Up?



Associated Press Photo Republic P47 Thunderbolts, 2,000 horsepower, 400 mph plus fighter planes, wing their way over England bound for German-occupied territory.

8th Air Force Pilots Now Know What P47s Can Do

By Andrew A. Rooney

Stars and Stripes Staff Writer

The P47 was a blueprint when they began to argue about whether or not it would fly circles around the Spitfire and outfight the best the Germans could put into the air.

Today there are a few hundred U.S. fighter pilots in England who don't give a damn about the blueprints or what the statistics and comparative tables say. They know they've got an airplane. Within the last month they have met FW190s and Me190Gs over France and Belgium, and they know how the 2,000 h.p. hope of the USAAF stacks up with the high altitude Luftwaffe machines.

In 12 or 15 operations from England over German-defended territory the U.S. fighter pilots have learned three things.

1—The P47 is a good plane—not a super plane. Position, tactics, and experience will be the deciding factors in combat between the P47 and the FW190.

2—Until the USAAF has bases in France their gas-to-get-back weight and the fatigue of added flying hours puts them at a disadvantage in combat.

3—Their sweeps are stretching Luftwaffe fighter strength thin over the Western Front, pulling German fighters from other fronts, and their support cuts down USAAF heavy bomber losses.

First Real Opportunity

The new fighters met their first real opposition when they supported the B17s over Antwerp May 14. The reactions of the men in the group commanded by Col. Arman Peterson, of Flagstaff, Ariz., were typical of other U.S. fighter pilots flying P47s.

They lost one of their best men, Capt. Robert E. Adamina, of Oakland, Cal., but they learned more in the half-hour of action than they have since the first day they soloed. Maj. James Stone, of Plainfield, N.J., shot down the one FW definitely destroyed over Belgium.

Col. Peterson, flying on his second raid as a full colonel and his 13th in a P47, almost got one, but couldn't get a clean shot to bring the German plane down.

Fighter pilots are the happy-go-lucky

boys with the split-second timing, and they like action. They had been over the Channel several times before the Antwerp raid without running into much action. The previous day the P47s went with the Forts on the diversionary raid on the St. Omer airfield, while the main force of bombers hit the fuselage and bomber repair shops at Meaulte. They couldn't find a German plane in the sky.

"We did everything but land and invite them up," said 2/Lt. William P. Chatterway, of Monongahela, Pa.

The fighter unit under Col. Chesley G. Petersen, of Salt Lake City, DFC, DSC, DSO, has fought before. It is the old RAF Eagle outfit, and Fighter Command knows it is lucky to have at least a handful of experienced fighter pilots as a nucleus for the P47 force.

Most of them fought in the Battle of Britain and have taken part in offensive sweeps in Spits with the RAF. They are loyal to the Spitfire, but any of them will tell you that the P47 is a real airplane. The thing they found hardest to get used to was the size of the cockpit.

"It was tough to get out of those Spits," says 2/Lt. Doug Munson, of Plattsburgh, N.Y. "I could feel the pressure on each shoulder when I squeezed down into the Spit. You felt you were part of that plane when you flew it. You can't beat this P47 though. It's a different kind of a plane."

400 MPH Plus

The Thunderbolt is listed as an over-400-mph plane. Stories from Washington have given credit to two pilots who dived the plane at an announced speed of 735 mph. No one tosses that off lightly, but there is a story at one of the operational fighter groups in England of a Capt. Herbert E. Ross, of Stockton, Cal., now in Africa, who dived a P47 at much higher speed over an English field. The dive was at such speed that patches of paint the size of a man's hand came off the plane, and Capt. Ross reported that the wings ruffled when he pulled out of the dive, looking like a corrugated roof.

Another group of fighter pilots getting their first taste of combat is commanded by Col. Hubert Zemke, 28-year-old flier who spent several months in Russia before the U.S. entered the war explaining the fine points of American planes to the Russians. He liked Russia and the Russians so much he has named his plane "Tovarich," Russian for "comrade."

Col. Zemke was a boxer in college in Montana, and once held the Golden Gloves title for five western states. Men at the colonel's field passed the word on that the colonel could be expected to show up on the card at the Rainbow Corner as Pfc Joe Somebody. The colonel heard that somebody was wise, and because it is not standard procedure for colonels, Pfc Joe Somebody never showed at the fights. But he's that kind of a guy.

All fighter pilots are very special types of guys. At the field they are apt to wear the knot of their tie down around where ARs say the end goes in, and when they go to town they are apt to look just a little better dressed than anyone else going to town.

The bomber crews have something to say about the P47s now that they have been with them on a few operations. Too often bomber crews are briefed for fighter support, and for reasons that only an army headquarters can understand the

plans are changed, and the crews never hear of it. Bomber crews often have come back a little bit annoyed that the fighters they thought were to be there couldn't be found. Lately they have found them, and a very honest admiration has sprung up between the combat men at the bomber bases which have had P47 support and the fighter pilots.

After the Antwerp raid May 14, with P47 support, on which all bombers returned home from the operations for the first time since the Amiens raid March 13, several gunners at the station commanded by Col. Stanley Wray good-naturedly complained that "we'll lose our shootin' eye if they go with us often."

For the first time the fighter pilots saw what the Fortresses and Liberators were doing. On the Antwerp raid the fighter pilots were not briefed for the bomber target and 2/Lt. Nash M. Gilchrist, of New York, summed it up with "I don't know what they blew the hell out of, but they sure blew the hell out of it."

It is ticklish business for P47s to escort the Forts and Libs. The P47 with its inline, radial engine, and stocky fuselage looks like an FW. The U.S. ships have distinctive white markings, and most of the German squadrons have their own markings. (The outfit the P47s ran into over Antwerp was made up mostly of red-nosed FWs.)

Despite the similarity there haven't been any reports yet of a Fortress damaging a P47. Gunners have been thoroughly schooled in identification and the tactics used by friendly fighters are designed to make it obvious to bomber gunners that they are supporting aircraft.

After the Antwerp raid one P47 pilot reported that an FW flew beneath him for what he later guessed must have been several minutes before he realized, too late, what it was. The German pilot apparently thought that the U.S. plane was just another Fritz in a Focke Wulf.

Confused With FW190

Problems of identification, fortunately, are as great for the Luftwaffe as they are for the USAAF, and in the long run mistakes on both sides cancel out.

Pilots have found their heavy plane will dive faster than the FW190, which gained its reputation on the speed of its gliding dive in which it showed little more than a streak of silver wing-tip to gunners. U.S. pilots here have found the P47 will fly faster than an FW above 25,000 feet. (The FW reputedly hits its operational peak at 27,000.) The fire-power on the P47 is the joy of every U.S. pilot. No German plane can match it.

They have to look realistically at the plane with which they trust their lives. It dives fast—it dives so fast that they soon find themselves down around 10,000 feet, off their own race track. It climbs slowly, and when they dive they have to know what is going to happen after they get down there.

They also have to keep in mind that they are carrying extra weight in gasoline that the Germans, just off the ground, don't have to carry. Every ten minutes they fly to get to German territory adds fatigue and nervous strain to give the German pilots an advantage.

With all things equal—or even without all of them being equal—U.S. fighter pilots who know are confident their plane has a better than 50-50 chance with any plane the Germans can put into the air. It is good news for those who have worried about the "bugs" in the P47, and it means that at last the USAAF has a plane of its own that can compete with the Luftwaffe above 20,000 feet.



Letter From a Nazi Soldier to Hitler

(From Somewhere on the Russian Front.) My Dear Herr Schickelgruber, I van on der Russian line und der vatching vas much vorse dan der vatch upon der Rhine. You tell der German people dot der var iss going vell. I guess you'd tank it pleasant eef you took a trip to hell. You can shoot a Russian soldier, but der Russians just won't die, der more you keep on shooting, der more dey multiply. Though der grapevine comes der message, "Our dear Fuhrer's feeling sick," A visit mit der Russians vill remoof der ailment quick. Ven der battles ve vas vinning, you vas speeching every day, but now dot ve are loosing you haaf notting left to say. Soon der end, it comes for Goebels, ven he'll geef der last excuse; for der Axis, it is hopeless—now cooking iss der goose. Vonce you vas a goot sign painter—dot's why you believ in signs. But der signs, dey was all cockeyed ven you crossed der Russian lines. Iss it yet der stars you're reading? Den dot geefs to me a laugh. You vill vish soon, my dear Fuhrer, now der Svan Song's being sung, dot you'd stuck mitt paper hanging—when der paper-hanger's hung.

R. Paul Turberville

Lend-Lease Aids Invasion Plan, Roosevelt Says

Supplying Attack Forces And Liberated Nations Seen as Function

WASHINGTON, May 26—The United States is outbuilding the Axis in every category of modern arms and the products built are being delivered in the amounts necessary to build up the striking power for offensives that will end only in Berlin and Tokyo, President Roosevelt informed Congress yesterday in his report on lend-lease operations up to Apr. 30. The amount involved in these operations totalled \$11,102,000,000.

"Lend-lease has a two-fold invasion task," said the letter of transmittal, "to furnish aid to the Allied invasion forces and to aid the peoples of the liberated areas."

In the body of the report the President wrote:

Promises Fulfilled

"As we progress to victory, the United Nations brought and are bringing food for the starving and medicine for the sick in the areas which are set free. Our promises are being fulfilled in deeds. Our integrity is enlisting the peoples and resources of these areas as effective fighting partners in the common fight against Axis aggression and tyranny.

"An entire continent—the continent of Africa—has now been cleared of the enemy. Its people have been freed from Nazi and Fascist rule. In Africa we have dealt a blow which is sorely felt in Berlin, Rome and Tokyo; and we have given hope to millions still to be liberated. Liberation of Africa is a forerunner of the future."

12% of War Cost

The report said the total lend-lease was valued at \$9,214,000,000 as the value of goods delivered to the Allies and \$1,888,000,000 the value of services rendered.

Lend-lease, it said, constituted 12 per cent of U.S. war expenditures to date. These figures were further broken down and show that 46 per cent of the total was for munitions; 22 per cent for industrial materials and equipment; 15 per cent for agricultural products and 17 per cent for shipping and other services.

Alabama Men Meet at Mostyn

Men from the District of Columbia and United States possessions will gather at the Mostyn Club, 17 Portman St., Monday night at 7.15.

In addition to Alaska, Hawaii, Philippines and the Canal Zone, soldiers from other U.S. possessions are invited.

Other state nights scheduled for next week are: Tuesday, Florida; Wednesday, Massachusetts; Thursday, Texas, and Friday, Wisconsin.

Last night men from Alabama sent a greeting to Gov. Chauncey M. Sparks.

Those present last night were: Cpl. Comadore Miller, S/Sgt. Hubert N. Sweet, Pvt. Randolph L. Anderson Jr., and Pfc James O. Harbourn all of Birmingham. M/Sgt. John Campbell, M/Sgt. William Walden and M/Sgt. Eugene McAdams, Mobile; S/Sgt. Albert Ransom and Cpl. Wylie P. Murphy, Tallapoosa. Sgt. Don H. Lawrie, Randolph; Sgt. Marion E. Sims, Moundsville; Cpl. Quincy Adams, Thomasville; T/5 Henry H. Hanlin, Sheffield; T/5 Edward J. Davies, Decatur; T/Sgt. George M. Rich, Cropwell; Pvt. Lee Davis, Phenix City; Cpl. Clyde McWhitt, Millport; C/IC J. F. Giscendanner, Pinckard; Sgt. Joseph W. Woodrow, Dophan; 1/Sgt. Marcus Sullivan, Springville; Sgt. James S. Stearns, Andalusia; Pvt. Bob Strons, Brewton and Cpl. Lynn Sanderson, Montgomery.

Raids

noon that both Dusseldorf and Elberfeld had been attacked. Usually the German radio does not admit raids unless the damage has been such that it cannot be concealed.

In the Dortmund attack, to which the Dusseldorf raid was compared by air analysts, at least three-quarters of the 500 or more planes used were giant four-motored ships carrying several tons of bombs apiece. It is assumed that the same type of planes were used in the Dusseldorf attack.

During the afternoon strong groups of Allied fighters and light bombers crossed the channel for sweeps over occupied territory.

One fighter was reported missing from the operations which were carried out over Holland, Belgium and France.

'Old Bill' Sees It Through on Fort

Ship Named for Cartoon Character Survives Grim Battle

A U.S. BOMBER STATION, England, May 26—Old Bill, the bulbous-nosed walrus-mustached cartoon character whom Bruce Bairnsfather made famous in the last war and re-enlisted in this one, could tell one of the most stirring tales of American aerial warfare over Europe if only he had the power of speech.

Old Bill peers down today from the equally bulbous nose of a Flying Fortress at this station, painted there by Bairnsfather. On May 15 he peered down, as did the Yanks aboard the ship, on Emden—and before he got back Old Bill had gone through the toughest couple of hours in his military career.

If he could have talked Bill would have voiced his pride of the Yanks who rode with him—and who had named their ship for him. There were young Doug Venable, veteran navigator, who died at his post over Germany; the wounded bombardier and the gunners who fought off enemy fighters and then flew the crippled Fort home after the two pilots were knocked out; Bill Whitson, the injured skipper, who came around long enough to land the ship back at the base at 150 miles an hour with no nose, no flaps, no brakes and the hydraulic system out. They were the kind of men Old Bill understood.

Fort's Nose Gone

When the Fort swept down to land the crew dropped two red flares signalling "wounded aboard." Her plexi-glass nose was as completely gone as if the ground crew had removed it, the pilot's windows were shattered, the top turret was smashed, the right wing was buckling, the hydraulic and oxygen systems were gone and only two of the 11 men aboard were un wounded.

As Old Bill came with its formation, between the coast of Germany and Heligoland, it was met by a strong force of enemy fighters. A single FW190 sent shells ripping into the nose, wounding the pilot, 1/Lt. (now Capt.) William D. Whitson, and destroying the oxygen system on the left side.

Disregarding his injured leg, Whitson, a former shipping clerk from Denton, Tex., turned over the controls to the co-pilot, 2/Lt. Harry L. Holt, of Tallulah, La., and went aft to inspect the damage.

20 Fighters Attack

After a quick inspection Lt. Whitson returned to the controls just in time to meet a formation of more than 20 German fighters bearing in on Old Bill. Explosive shells burst through the cockpit window, seriously wounding Lt. Holt and hitting Lt. Whitson for the second time.

The plexi-glass nose was shot away and 2/Lt. Douglas Venable Jr., of Columbus, Ga., was instantly killed. The bombardier 1/Lt. Robert W. Barrall, of Berwick, Pa., saved himself with split-second thinking. He saw the first FW boring in and threw himself flat behind the bomb-sight. He was hit but not seriously wounded.

In the top-turret, T/Sgt. Albert W.



U.S. Army Air Force Photo
Bruce Bairnsfather, creator of the cartoon character "Old Bill," stands with the Eighth Air Force Flying Fortress named after his character.

Haymon, of Stamford, Conn., stayed at his post while blood streamed from a gash in his head.

In the tail position T/Sgt. Kenneth V. Meyer, of St. Clair, Mo., who was one of the few to escape injury, knocked down three FWs in rapid succession, as the bomber dived steeply away from the formation.

After the raid T/Sgt. Homer S. Ramsey, of Delano, Cal., the left waist gunner, grinned as he told how Meyer cursed the attacking planes as he kept a stream of slugs directed at them.

In the ball turret S/Sgt. Edgar S. Nichols, of Denver, was wounded but he destroyed two more fighters. Sgt. John E. Breen, of Chicago, sent another down from his spot in the waist.

Sgt. Haymon left his useless top turret and went to help the radio operator, T/Sgt. Fred J. Bewak, of Johnstown, Pa. Together they moved the wounded Lt. Holt back to the radio room, and returned to relieve Lt. Whitson by helping at the co-pilot's controls.

Meyer's Ammunition Gone

During the time Old Bill was weathering the attacks, Meyer, the tail gunner had used all his ammunition. He went to the waist for more, and when this was gone he returned to the waist guns and stayed there to fire from that position. When the fighters left them, Meyer went forward to take over the co-pilot's controls from Sgt. Haymon.

In the nose Lt. Barral recovered from his injuries sufficiently to get to the flight-

deck and help with the wounded men. Both Lt. Holt and Lt. Whitson, who had continued to fly the plane despite his painful wounds, were given hypos.

The front of the plane was completely unprotected, with the top turret out and the nose empty. Lt. Barral went back to the open nose.

Might Have Split Ship

The wind was roaring through the Fort with such velocity that engineers later said it could easily have split the ship open. Lt. Barral stood in the gale and manned the nose guns, finally destroying an Me210 that had been attacking the ship after other fighters had left.

Next the bombardier returned to the cockpit and took over the controls from Sgt. Meyer, allowing Lt. Whitson to conserve his strength for the landing—if they made it.

The wounded pilot brought the crippled plane into its own base and Sgt. Breen remarked that "I have never seen him make a prettier landing."

One of the flight surgeons who came out with the ambulance made a quick inspection of the plane.

"Not a damn thing in there but blood and empty cartridge cases," he said.

The men who fly under Col. Curtis E. LeMay, of Columbus, Ohio, are not easily impressed. At one time or another most of them have returned from a raid under dime-novel conditions, but it is the general opinion that the performance of Lt. Whitson's crew on May 15 ranks with the greatest of the war has produced.

Yanks Wipe Out One Jap Pocket

WASHINGTON, May 26 (UP)—One of the three remaining pockets of Japanese troops on Attu, most western of the Aleutian Islands, on which U.S. troops landed two weeks ago, has been completely wiped out, the Navy Department announced today.

The assault is now continuing against a second pocket of enemy forces still holding on in the area around Chigach Harbor, on the northern side of the island. U.S. Army bombers and fighters cooperated with the land forces in the action which wiped out the first of the three groups of the enemy, following a temporary lull in the fighting due to bad weather.

WBS Plants Four Acres

WBS HQ, May 26—Four unused acres are being turned into gardens by enlisted personnel and officers here. This unit plans to plant enough potatoes and fresh vegetables to provide the mess for several months.

Belfast Club Anniversary

BELFAST, May 26—The American Red Cross Club will celebrate its first anniversary here on June 6, it was announced today. An all-day program is being arranged, and in the evening a two-band dance will complete the celebration.

Churchill . . .

wronged. We would not stain our name before posterity by inhuman acts. Meanwhile, all we can do is to apply physical stimuli."

"I stand pat on the knockout," Churchill said, "but any windfalls will be gratefully accepted."

The Prime Minister touched on the newly adopted strategy of round-the-clock air raids on the Axis European bases by saying:

"The air was the weapon those people chose to subjugate the world, and it is poetic justice that they should find themselves most and first outmatched with this weapon."

Both Churchill and the President guardedly refrained from giving any hint of the next Allied move, but the Prime Minister repeatedly stressed the advantages of air warfare. He made it plain that the recent heavy air blows against the Axis will be carried on ceaselessly—but without excluding other methods of attack.

"Our plans for the future," he said flatly, "are the unconditional surrender of all those who have molested us, both in Europe and in Asia."

Joining in the exchange with the assembled newspapermen, President Roosevelt declared that he and the Prime Minister, and their staffs of experts, were making good progress in planning the future conduct of the war.

Red Planes Hit Nazi Rail Lines

MOSCOW, May 26 (UP)—An uneasy calm continued to prevail along the Russian front from the Baltic to the Black Sea although there was some new but small-scale ground activity on the Kalinin front, where the Russians captured four settlements.

Meanwhile the Soviet air forces hammered again and again at German communications, particularly railway stations.

As on many previous occasions, the Red air force struck at supply bases and railway junctions behind the Central front.

Variety Show Raises £30 for Orphan Fund

IPSWICH, May 26—"Victory Varieties," two-hour all-GI show which has been covering East Anglia points for the last five months, raised £30 here last night toward sponsoring an orphan through The Stars and Stripes War Orphan Fund. They started building the fund four performances ago, and have reached the three-quarter mark toward their goal.

Approximately 1,000 persons attended last night's performance, which was given as a part of Ipswich's Wings for Victory Week celebration. The troupe will appear in other nearby towns next week.

NEWS FROM HOME Edsel B. Ford Dies Following 6-Week Illness

Auto Company President Sponsored Byrd Trip To South Pole

DETROIT, May 26 (AP)—Edsel Ford, president of the Ford Motor Company, died yesterday after a six-week illness. He was 49.

Son of Henry Ford, Edsel was made vice-president of the huge motor company at 25. He became treasurer three years later in 1921, when Wall Street made an unsuccessful attempt to gain control of the company.

Edsel Ford was largely responsible for the interest taken by his father in aviation, and persuaded him to undertake the manufacture of aircraft at Dearborn, site of the parent factory of the company. He offered the Edsel B. Ford prize for the annual National Air Tour and sponsored and contributed very largely to the expedition of Comdr. Richard Byrd to the South Pole in 1929-30.

When the United States entered the last war there was considerable discussion, extending even to Congress, as to whether Edsel Ford should be conscripted or left to run the important Ford factories. The issue was utilized by both Democrats and Republicans as a campaigning point. Eventually the exemption was granted.

He was married in 1916 to Eleanor Clay, a niece of one of Detroit's leading merchants. They had four children.

Miners Refused Increase

WASHINGTON, May 26 (AP)—The War Labor Board yesterday refused to grant a basic wage increase to the nation's 450,000 soft-coal miners, but recommended some other concessions and tossed the "portal to portal" pay issue back into collective bargaining, with the understanding that it would approve any reasonable sum agreed upon.

"Portal to portal" pay covers underground travel time as well as the miners' actual productive time.

Hedy Lamarr To Wed

HOLLYWOOD, May 26 (UP)—Hedy Lamarr and John Loder, British film actor, have obtained a marriage licence at Santa Monica, it was learned today. Miss Lamarr has been married twice before and this will be Loder's second marriage.

43 More Fliers Are Transferred

Forty-three American fliers transferred to the USAAF from the RCAF, RAF and Polish Air Force in London yesterday. Among the men were 15 RCAF officers and one RAF officer.

A total of 84 Americans from other air forces have transferred to the USAAF this week. Forty-one from the RCAF and Polish Air Force were sworn in Tuesday.

The RCAF transferees were: Pilot Officers John B. Davey, Hollywood, Cal.; LaVar H. Richardson, Shelley, Idaho; Lester V. Smith, St. Louis; Lawrence G. Grimes, Arlington, Va.; James S. Mitchell, El Paso, Tex.; Roderick R. Patton, Cornwall, Pa.; Maximilian J. Ginter, Friendship, Wis.; Clyde E. Tunnell, Denver, Colo.; Robert L. Decker, Cranford, N.J.; Flying Officers Thomas A. Julian Jr., San Antonio, Tex.; George G. Grimes, Albia, Iowa; William J. Dierkes, Cincinnati; John C. Elliott, Newark, N.J.; Sgt. M.P. Glasgow, Charlotte, N.C.; Russell C. Neumann, Lansing, Mich.; Sgt. Robert D. Tate, Wichita, Kan.; Arthur B. MacLennan, Greenwood, Miss.; Joseph Simmons, San Diego, Cal.; James T. McStay, Duluth, Minn.; Richard W. Stuart, Buffalo, N.Y.; Norman H. Survis, New York; Fred W. Glover, Asheville, N.C.; Frank D. Gallon, Millersburg, Ohio; Jack F. Johnson, Katonah, N.Y.; Paul S. Riley, York, Pa.; Paul R. Hagan, Owosso, Mich.; Everett J. Votkowski, DeQueen, Ark.; Thomas A. Clifford, Upper Darby, Pa.

RAF transferees were: Pilot Officer Robert S. Raymond, Kansas City, Mo.; Sats. Ben O. Byers, Markham, Ill.; Virgil R. Bell, Lyons, Kan.; and Eastman G. Fisher, Los Angeles.

Polish Air Force transferees were: Sgt. Pilots Walter A. Wusza, Baltimore, Md.; Laurence A. Dunbar, Davisville, W. Va.; Eugene Rybackek, Terryville, Conn.; Stefan J. Akielaszek, Jersey City; Michel Chorzelki, Laramie, Wyo.; Vincent M. Wandorowski, New York; Walter Ustaszewski, Philadelphia; C/IC Edward S. Suchorowski, Garfield, N.J.; Henry P. Votkowski, Buffalo, N.Y.; Tadeusz J. Greszczak, Detroit, and L/Cpl. Stanley A. Kursk, Chicago.

Gen. Crockett

became G-2 of the Armored Force at Fort Knox, Ky. Immediately prior to his transfer to the ETO, Gen. Crockett was a combat command commander of an armored division.

He was graduated from the Company Officers' Course, Infantry School, Fort Benning, Georgia, in 1922, and was a distinguished graduate of the Command and General Staff School, Fort Leavenworth, in 1927, in addition to his study at the War College and Kriegsakademie.

His wife, formerly Miss Crystal Willett, of Missouri, now resides at Fort Knox. His daughter, Miss Crystal Crockett, is a Powers model and resident of New York City.

His promotions were as follows: Appointed first lieutenant, Infantry, Nov. 27, 1917; captain of Infantry, USA, Apr. 30, 1919; discharged as captain and appointed first lieutenant, Nov. 18, 1922; promoted to captain, July 19, 1924; major, July 1, 1938; lieutenant-colonel, Nov. 29, 1940; colonel, Feb. 1, 1942, and brigadier general, Feb. 4, 1943.

