

'Dunkirk' Hastened as Allies Near Messina



THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces

in the European Theater of Operations



Vol. 3 No. 243

New York, N.Y.—London, England

Saturday, Aug. 14, 1943

Rome, Milan and Berlin Bombed

U.S. Troops In Randazzo As 8th Nears

Americans, British Now Only 35 Miles from Axis Escape Port

BULLETIN

The American Seventh Army has entered Randazzo, it was announced late last night. British troops were near the town.

ALLIED H.Q., Aug. 13 (UP)—With British and American forces less than 35 miles from Messina along both the east and north coasts of Sicily, the Axis have greatly speeded up their Dunkirk across the Straits of Messina in the past 12 hours.

On the northern sector, the Americans, after linking up with the troops which landed east of Cape Orlando, have driven forward another eight miles along the coast.

Naso, three miles southeast of Cape Orlando, was captured by Americans who fought their way across the river of the same name. Other Seventh Army troops took Brolo, further east on the coast road and railway.

On the eastern sector Eighth Army troops, smashing back stubborn German rearguard resistance, have reached Torre Archirafi, three miles south of Riposto.

This means that the junction of the road around Mt. Eina and the road to the north are now virtually barred to the enemy.

Closing In On Randazzo

On the center of the front, British and American forces are closing in towards Randazzo, from which their advance guards are now about four miles.

Under a hail of mortar and machine-gun fire from German positions on the Pizzo Di Maletto, the British prong of this advance is moving towards the village of Maletto after a further advance during the night.

The Axis evacuation across the Messina Straits is speeding up. German and Italian forces are still being taken over in small vessels—many little better than rowing-boats—which the Allied air forces are finding difficult to locate.

Several boats, however, have been sent to the bottom of the straits, carrying with them their meagre cargo of worn-out troops and lightest equipment. The Axis is not even attempting to get its heavy equipment away.

30-Mile Front

All along the front, which the latest advances have reduced to less than 30 miles across, the Allied troops are still meeting fierce Axis rearguard action, especially on the eastern sector, where the Axis forces are favorably entrenched in the mountain heights.

A total of 130,000 prisoners have now been taken. Among the latest batch was Gen. Fuinara, commander of the Italian Napoli division. He was seized by Allied troops while trying to escape on a donkey.

New Lib Nose Protects Against Head-On Blows

DETROIT, Aug. 13—B24s pouring off the assembly line at the Ford Willow Run plant are now equipped with a new nose turret which mounts two caliber .50 machine-guns, Ford officials revealed here today.

The new turret gives the Liberators additional protection from the favorite German head-on attack. The transparent turret allows the gunner a visibility of almost 360 degrees and enemy fighters can be spotted approaching in any direction. Ford experts stated that the turret can be mounted in either the nose or the tail of the Liberator.

Detroit Is 'Bombed'

DETROIT, Aug. 13—In the first practice alert of its kind here, 75 Civilian Air Patrol planes dropped 100,000 paper bombs on Detroit and neighboring cities in Wayne. Each bomb carried a colored streamer designating it as incendiary, high explosive, gas or unexploded. In the area 96,000 air-raid wardens were out.

Yanks Seize—and Use—Nazi 'Jeep'



After their amphibious landing behind German lines in Sicily, beyond San Fratello, U.S. troops commandeered this German jeep and pressed onward towards Messina. The Nazi driver of the jeep lies dead in the foreground of the picture, radioed yesterday from Algiers.

Moscow Tense Awaiting News Kharkov Taken

Its Fall Expected Hourly; Reds Closing Trap on Big Enemy Force

MOSCOW, Aug. 13 (UP)—The fall of Kharkov, great industrial town which the Germans desperately have been trying to save for the last week, is expected hourly tonight.

The storming of the city already has begun. Red Army troops fought their way into the northern suburbs of the city after occupying Tsyrukuni, five miles to the northeast.

German forces on the southern Russian front now appear to have been routed on all sectors except that guarding the gap through which the Nazis hope to escape from Kharkov.

On all sectors except this one, the enemy is falling back with the Russians in close pursuit.

Around Kharkov itself, the Russian forces on the outskirts of the city are now cutting in from both sides in an effort to close the escape gap completely. The Germans here are fighting back bitterly to keep open the one railway and the roads still left to them.

While one Red Army is fighting its way towards the center of the town, the narrow bottleneck through which the enemy can escape—now less than 30 miles across—is being decreased by two other Russian forces.

On the Briansk front, the Russians have advanced to within striking distance of Karachev, and are within 23 miles of Briansk itself.

Six Sgt.-Gunnery, Two Officers Win DSCs for Raids Bravery

The Distinguished Service Cross, the U.S. Army's second highest award for valor, has been presented to six staff sergeants and two officers of the Eighth Air Force for "extraordinary heroism."

At the same time it was announced by the Air Force that Col. John A. Samford, of San Antonio, Tex., and Col. Harold A. McGinnis, of Jacksonville, Ill., have been given the Legion of Merit. Col. Samford, chief of staff for Eighth Bomber Command, received the medal for his "outstanding service" while deputy chief of staff. The citation, accompanying the award to Col. McGinnis, said the system of airplane inspection devised by him has contributed "to the saving of lives, the accomplishment of vital missions and the safety of aircraft."

1/Lt. Jessie B. Duval, 26-year-old bomber...

Rome Paper Warns Badoglio: 'Quit War or Face a Revolt'

While the Italian people looked toward Quebec yesterday for an indication that Allied military and political decisions might give them a chance to get out of the war, Marshal Badoglio's government was warned by the Rome newspaper, "Lavoro Italiano," that armed revolution would follow if the war continues. The paper said that to continue the war meant to continue the fight for the victory of Fascist ideals, and advised: "Let the Germans pull their chestnuts out of the fire themselves."

Swiss correspondents reported that the Roosevelt-Churchill meeting was regarded in Turin as forecasting the opening of a continental second front and a chance for Italy to withdraw.

Algiers radio, quoting reports from Ankara, said yesterday that members of the Italian Embassy there had declared that Italy would be out of the war in ten days, while German diplomats there said that they expected a change in the German government, similar to Mussolini's overthrow, within the next two months.

500 U.S. Bombers Hit Italy's Capital Second Time in War

RAF Gives North Italy Its Heaviest Pounding; New Raid on Ploesti Is Hinted; Mosquitoes Attack Berlin

Five hundred American bombers, including Flying Fortresses, Mitchells and Marauders, flew from northwest Africa yesterday to give Rome its second bombing of the war. An undisclosed tonnage of high explosive was dumped on the San Lorenzo and Littorio railway yards, through which military traffic flows to southern Italy.

The raid was part of a suddenly stepped-up air offensive which hammered home Winston Churchill's warning that if Italy remained in the war the country would be "seared, scarred and blackened from end to end."

It followed night raids in which British-based RAF bombers dealt Milan and Turin the heaviest aerial blows that Italy has experienced thus far in the war.

More peace demonstrations in Milan followed the raid, Swiss radio said last night.

Rome said the damage was "being ascertained" and claimed the Church of Our Lady of Oretio was badly battered.

Almost simultaneously with the Rome raid, other bombers from northwest Africa struck Naples, already seared and smoldering from repeated attacks during the last week.

Berlin and, Perhaps, Ploesti

The RAF also struck at Berlin during the night, Mosquitoes arriving over the German capital as the heavier bombers were winging across southern Europe to strike Italy's industrial centers.

There were also indications last night that American Liberators had repeated their stunning attack on the Ploesti airfields of Rumania. An official announcement in Budapest said enemy planes had crossed the southwestern frontier of Hungary soon after 1 o'clock yesterday afternoon, flying in a northwesterly direction, and returned at 3.25 PM. Ploesti is about 300 miles to the west of Hungary's southwestern frontier.

The Ploesti fields, which supply one-third of Germany's oil, were raided first by U.S. bombers on Aug. 1. The attacks were among the most damaging yet struck at the German war machine.

Two-Hour Raid

In the Rome raid, the first wave of planes arrived over the city at 11 AM. Bombers were still overhead two hours later.

Allied headquarters said that, as in the first raid, July 19, there were many Catholics among the crews of the attacking bombers. All had been briefed especially against the possibility of hitting anything but military targets, particularly the religious and historic shrines so numerous in the Italian capital.

Special arrangements also were made to take photographs of the raid from the air to counter any Axis claims that U.S. pilots had aimed at religious and cultural institutions.

Main targets were the San Lorenzo and Littorio yards, both of which were seriously damaged in the first raid but which have been repaired to a large extent

(Continued on page 4)

Army Opposes Too High Taxes

WASHINGTON, Aug. 13—Secretary of the Treasury Henry J. Morgenthau disclosed that Army and Navy authorities had taken part in current tax studies and had advised against increases so steep that they would destroy the incentive of workers for the fullest possible war production.

The War and Navy Departments also have expressed their interest in preventing corporation taxes from being raised so high that manufacturers would not be interested in maximum production. Many war plants now have systems under which workers may swell their pay envelopes by putting forth extra effort and taxes could be raised to a point where they would nullify this system.

The entrance of the War and Navy Departments into the discussions injected a new factor into the drafting of a program to raise 12 billion dollars in new taxes during 1944.

Set Clocks Back

If you want to be on time Sunday morning, set your clock or watch BACK one hour before retiring Saturday night, because double summertime ends at 3 o'clock Sunday morning. At present the clock is two hours ahead of Greenwich mean time and the change still will leave the clock one hour ahead.

Fighter Sweeps Blast Transport

RAF fighters continued their sweeps over the Continent yesterday, raiding enemy installations and industry.

Hitting land and sea communications in France and the Low Countries in pre-dawn darkness, intruders damaged at least 19 locomotives, bombed airfields at Dijon and St. Dizier and sank a German minesweeper and another vessel off the French coast. In the Straits of Dover a coastal ship was attacked.

Meanwhile, photographic evidence revealed that more than 500 acres of Aachen, important railroad center at the junction of the German, Belgian and French border, were destroyed by a raid July 13.

Of the 140 industrial plants in the city, the Air Ministry disclosed, at least 80 were successfully bombed.

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THE STARS AND STRIPES

Daily Newspaper of the U.S. Armed Forces in the European Theater of Operations. The Stars and Stripes is edited and published daily except Sunday by and under auspices of the Director of Special Service Division, S.O.S., War Dept., Brig. Gen. F. H. Osborn, and Col. Theodore Arter, Chief of Special Service Sect., S.O.S., for the U.S. Armed Forces in the European Theater of Operations. Printed by The Times Publishing Company, Ltd., at Printing House Square, London, E.C.4 (Telephone: Central 2000). Contents passed by the U.S. Army and Navy censors; subscription, 26 shillings per year plus postage. EVO Edition. Entered as second class matter Mar. 15, 1943, at the post office, New York, N.Y., under the Act of Mar. 3, 1879.

EDITORIAL BOARD Editor... Maj. E. M. Llewellyn Associate Editor... Capt. H. A. Harchar Associate Editors... Lt. J. C. Wilkinson STAFF News Editor... 2/Lt. Robert Moore City Editor... M/Sgt. Bud Hutton Magazine Editor... T/Sgt. Ben. F. Price Sports... S/Sgt. Mark Senigo Navy... Yeoman Tom Bernard, USNR Vol. 3, No. 243, August 14, 1943

Willow Run

In March, 1941, Willow Run was a corn patch. Today... two years and five months later, it is producing bombers on the assembly line principle at ever-increasing rates. In addition, it is producing vast quantities of sub-assemblies, which are shipped to other bomber plants. Recently OWI revealed that while the first completed bomber produced at Willow Run was three months behind schedule, the plant on February of this year had caught up with the schedule laid down late in 1942 by the Army Air Forces and promised to achieve peak production by the end of this year. Since then, however, the Army has changed its plans with the result that Willow Run is now scheduled to complete a preponderance of its total output at an earlier date, and the emphasis has shifted from knocked-down-assembled-elsewhere bomber parts to finished bombers delivered at Willow Run. The Truman Committee recently paid a visit to Willow Run with blood in its eye; but felt better after touring the plant and talking with Ford officials, and left with the pronouncement that Willow Run "compares favorably with any other airplane plant in the country as far as actual production work is concerned... and we have seen them all." This meant that the senators had found production better than Washington rumor had painted it. They found that pictures released for publicity purposes showing full assembly lines were not "phonies" as had been reported. Considering the vastness of the enterprise... it is the largest integrated manufacturing establishment under one roof, and the complexity of the product (B24 bombers), Willow Run is doing a great job, one which will provide the United Nations with a supply of bombers for the Allied bombardment offensive, and supply planes for heavy cargo service, in quantities sufficient to enable our military leaders to secure the victory for which we all fight.

Delayed Action

For the information of new arrivals we wish to offer a bit of advice on how to order coffee with your meal. We appreciate this is a small matter; but here in England it can result in serious international complications. Those who attempt the feat without careful preparation come to realize for the first time the true meaning of the word... frustration. The menu, in most restaurants, offers you coffee. Of course you'll expect it with your meal... American style... and that is where the foreigner makes his first and only mistake... but place your order with confidence. It may help. Comes the soup; but no coffee. O.K. it will follow with the main course. Just to make sure remind the waitress you desire coffee with your meal, please. Overlook the startled expression that registers on her lovely face and continue with your soup. Comes the meal, including delicious veal cutlets, mashed potatoes, carrots and tasty brussels sprouts; but no coffee. A bit troubled you may call the head waiter, and ask for coffee, please, with your meal. This results in a whispered conference at the far side of the room, while a staff member invariably rushes up, rearranges the silverware and brushes imaginary crumbs from the table, then streaks away giving you new hope of ultimate success. In time you may begin to eat, glancing occasionally towards the service entrance in avid anticipation. Once you finish the main course, the table is promptly cleared. Again we suggest you ask for coffee, with the sweet, please. This generally brings the manager who returns with the waitress who comes back with the sweet, sans coffee. Again ask for coffee, please, and you'll receive assurance of prompt service. Sure enough, just as your empty sweet dish is whisked away the coffee arrives, rich, muddy and piping hot. "Ask and thou shalt receive." It always works; but in good time soldier, in good time.

Hash Marks

Typical Nazi communique: "Our fighters over Sicily engaged a formation of 25 enemy planes—41 of these were shot down."

Here's one of the latest comments going the rounds. A beautiful young English girl married a GI. Upon hearing of the event, a matronly lady of the upper, upper circles exclaimed, "I'm terribly glad she's married. But how sporting of her to marry an American!" Tsk, tsk.

It wasn't on the menu, but a couple of GIs and their girl friends feasted on watermelon in a swank New York



restaurant. Nobody paid any attention when one of the soldiers eased up to the table with a large paper bag under his arm. When time for dessert rolled around, he unveiled his prize and the four went to work on the luscious melon while the manager and the waitresses looked on in bewilderment and envy.

Then there was the pickled GI who woke up in front of a London cinema showing Gone With the Wind and thought that he had pulled a Rip Van Winkle in reverse.

Cause for divorce, No. 183542276. Alfred Johnson, of Chicago, wants a divorce because his wife had him arrested 12 times. Once for complaining when she wrapped a greasy roast turkey in his Sunday vest.

This epitaph to a lively mule was spotted in a British camp. In memory of Peggy, who in her lifetime kicked one general, 24 colonels, four majors, ten captains, 24 lieutenants, 42 sergeants, 60 corporals, 432 other ranks—and 1 bomb.

Red Hot Rhythm Dept.: Boogie-woogie burglars stole 20 phonograph records from a Denver music store, but



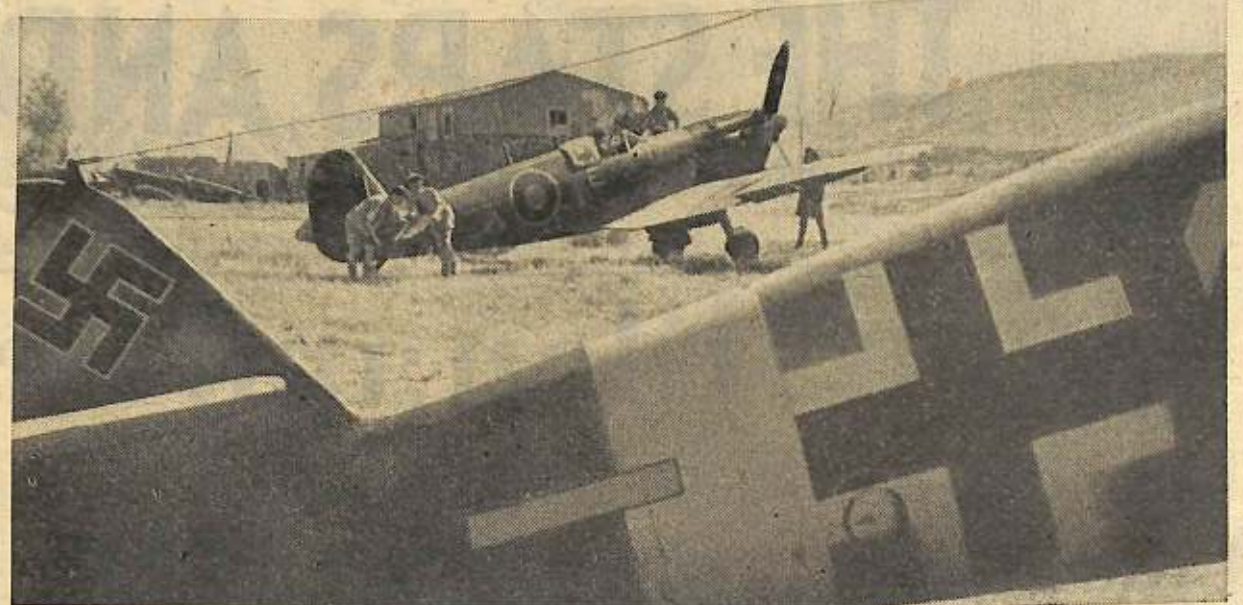
they won't jitterbug to them. The records were recordings of diseased heartbeats. How's the ole ticker sound in swingtime, doc?

Today's daffynition. Crashdive: Movement executed by the average GI at the sight of an MP.

Tomorrow's daffynition. Conscience: The thing you wish, 24 hours after you've had fun, that you'd listened to in the first place.

J. C. W.

Is the Luftwaffe Short of Pilots?



Strange bedfellows—a Spitfire and a Me109—rest side by side on a captured Sicilian airfield. U.S. and British pilots have found so many undamaged Nazi planes left behind that they suspect the Luftwaffe is suffering from a shortage of pilots.

Planes Taken Intact In Sicily Makes Yanks Wonder

By Noland Norgaard

Associated Press War Correspondent

ADVANCED U.S. AIR BASE, Sicily, Aug. 12 (delayed)—Ask veteran P40 Warhawk pilots what has become of the Luftwaffe in the Mediterranean and you get a quick reply that "they either just don't want to fight or else they lack pilots."

Recent experiences indicated to fliers of the P40 group commanded by 26-year-old Col. Arthur G. Salisbury, of Sedalia, Mo., that the Germans have planes lying idle for no other apparent reasons.

Salisbury's men cite the capture of the Comiso airdrome, where they found a Messerschmitt in perfect condition and decided to fly it to their own field.

"It had plenty of gas and oil and all instruments were in it," said Capt. Gilbert O. Wymond, of Louisville, Ky. "But just when we were ready to start it we heard chirping, and in the barrel of one of its cannons we found some week-old sparrows. We had previously bombed that field from Malta and surely the eggs must have been laid before the bombing, so that the plane, although ready to take off, had been idle for some time. Most of our pilots haven't seen a German plane in the air since the Pantellaria invasion two months ago."

Wymond is among Salisbury's veterans who today marked the anniversary of the day their three squadrons began operations as part of the RAF Western Desert Air Force in Egypt, before their switch over to the U.S. Ninth Air Force.

Collect, Repair Enemy Planes

Between combat missions against Axis road transport and shipping, the ingenious young men of this group are making a hobby of collecting, repairing and flying assorted enemy planes.

At one edge of their field stands a patched-up Fieseler Storch light German observation plane which they put into flying condition in a few hours. Beside it, however, is another enemy ship that makes even Salisbury gasp. It is a tiny Italian training plane found with the tail almost torn off. His men patched that up with a piece of two-by-four timber, whittled a new control bar of "stick" from a tree limb, then made the dilapidated machine fly.

They also have the Me109 in which the

sparrows were found and are seeking permission to patch up a Ju88 found in the Catania airdrome.

"We've also got a Macchi 202, and after five days were spent fixing the motor I took it up, but the motor froze and I had to crash-land it on the beach," said Wymond.

This hobby is teaching the group a lot about enemy aircraft.

"The Macchi 202 is really a honey of a plane," said Lt. Louis R. Bigelow, of Long Island, N.Y. "It deserves more recognition than it has received in this war."

In recent days this P40 group has brought to a new high its toll of enemy transport, aircraft and shipping, despite some of the fiercest anti-aircraft defenses ever encountered over battlefields.

"It's not at all like the old days in the desert," remarked Maj. James G. Curl, of Columbus, Ohio, 25-year-old commander of the famous "Exterminator" squadron, who has nearly 100 combat missions to his credit. "Germans throw up everything at us now—big shells, little shells, mess kits, old shoes and everything else."

Easy to Camouflage

"On the desert you could spot enemy vehicles from 10,000 feet by the dust they raised," he continued, "but here it is so easy to camouflage vehicles, we have to do a lot of searching to find anything to shoot at."

Called upon to do one of the most hazardous jobs of an air warrior, these P40 veterans seek out, strafe and bomb enemy transport with low-level attacks along Sicilian roads defended by dense screens of flak.

Despite all that the group has brought its total of enemy transport destroyed in the last year beyond 2,000 vehicles, has blasted into junk in Sicily at least 285 trucks, as well as dozens of railroad cars, staff cars, buses and other machines.

At the same time they have had good luck in getting home when hit. Col. Salisbury returned safely from a mission after baling out of his crippled plane 35 miles behind enemy lines. He won the

British DFC during the desert campaign after baling out and luckily landing on the other side of a hill from German lines and almost into the arms of British troops.

Another close call was that of Maj. Lee B. Bilby, of Skidmore, Mo., who is credited by his mates with being the first USAAF pilot to bomb the enemy in the desert with a fighter bomber. Off Taormina, on Sicily's east coast, his motor failed and he parachuted into the sea, inflated his emergency dinghy and started rowing. Two Walrus rescue planes passed him without seeing him, but the following night he was picked up by an air-sea rescue launch 10 miles off Sicily and only two miles from Italy.

Strafed Ammo Truck

A crackup experienced by Capt. Wymond had a different cause. Shortly after the beginning of Sicilian operations he flew at almost zero altitude to strafe and blow up a truck loaded with ammunition.

"It raised quite a fuss and I had to fly through debris," said Wymond. "It punched holes in the radiator and my engine failed, but I managed to make it back over our lines and plunk down in a field near Syracuse, getting out with only some little cuts and bruises."

The group has destroyed, in addition to great numbers of enemy trucks, at least five ships, one big ferryboat, two E-boats and several landing barges in Sicilian waters. The absence of the Luftwaffe, however, robbed it of a real opportunity to boost its score of enemy plane victims.

Credited to the group is a grand total of 160 planes—74 of which were bagged in a single historic Palm Sunday, Apr. 18, when they shot down 58 Ju52 transports, 14 Me109s and two Me110s out of a great evacuation air fleet encountered off Cape Bon.

One of the most difficult feats performed by a flier in the group is credited to Maj. Glenn A. Reich, of Tripp, S.D., who dropped a 500-pound bomb squarely on the stern of a fast E-boat which attempted to flee on a zig-zag course northeast of Milazzo harbor.

Ploesti Libs Flew Through Flames And Below Telegraph Pole Level

When 177 American Liberators attacked the Ploesti oilfields in Rumania Aug. 1, a 26-year-old gunnery expert loaned by the RAF to the Ninth Bomber Command went along in one of the leading bombers. Here is his story of the 2,460-mile round trip raid, as told to Basil Cardew, Daily Express air reporter, upon his return to England this week.

By Sqdn. Ldr. George C. Barwell

It was very pleasant to take potshots and know that whatever you hit would blow up. And when the oil tanks were hit their tops came off and went away into the distance like clay pigeons.

They built a full-sized replica of the Ploesti installations in the desert, and for about 11 days the Liberators practised bombing it again and again.

I have done quite a number of operational flights, but I have never known such care before an attack as with this show.

We all had every conceivable detail available and a picture-by-heart impression of the targets. We knew beforehand what the town and country policemen would be dressed in, and that one carried a revolver and the other a carbine.

Eleven-Minute Attack

On the day of the raid we gathered at an initial point at 8.30 a.m. I was flying as the mid upper gunner in the Liberator that led our group.

We arrived in the target area promptly at the estimated time of arrival.

All the Liberators were due to make their attack within 11 minutes, for many of us carried delayed action bombs, and it would have been unhealthy for late-comers.

The element of surprise was quite complete, and I believe we passed over many defenses without their opening up. But this did not last long, and we were sufficiently low for the heavy guns to fire at us more or less over open sights.

They were eliminated in most cases before their third shot.

As we approached the target the flak got heavier, which at that time I did not believe possible. We approached over the oilfields at the height of the derricks and went on in.

The dummy we had used in the desert was invaluable at this point, and we recognized the buildings we were to hit even at an oblique view.

Flew Through Flames

The captain of my aircraft had to fly through flames to reach our particular target, and when the Liberator came out it was blackened like a sweep.

We went on to make our bombing run in a very normal manner, and smacked our bombs down good and hard on to the target. An explosion blew the 20-odd tons of Liberator to one side. So we had the chance of seeing our bombs fall well to the right of us, as though another bomber had dropped the bombs and we were the observers.

Then we got several direct hits. Unfortunately our two waist gunners were knocked out, our camera blown right off, the port wing was hit and we got two hits in our bomb bay petrol tank, which was very luckily empty.

The concussion from the ack-ack made the instruments on the pilot's panel come out, and the radio installation and control between the two pilots' seats fell down.

On the way back we bombed a trainful of oil tankers, which we left burning very nicely.

As we flew away from the target area we literally got down among the grass—several aircraft had their bellies torn open by fences. We were below the level of the telegraph poles.

At last we got into a dried-up river bed, which we followed for some little time, and then we came to an iron bridge.

There was a single gunner on the bridge with a light machine-gun who was a very brave man. He shot at us and we returned the fire, blowing him and his gun and platform into the river.

PRIVATE BREGER



"Stop collectin' souvenirs an' get down to business!"

