

Forts Strike Deep Into Reich

Neutrals Hear Peace Talks On U.S. Attacks Follow

Berlin Says Its Fate Lies With Rome's

Frontier Reports Persist Negotiations Proceed Inside Vatican

Insistent reports that Italian delegates appointed by Marshal Badoglio already are negotiating surrender with the Allies were heard in neutral capitals yesterday and Swiss radio forecast "further important developments in the next few days, with a speedy cessation of hostilities."

Reports from the Italian-Swiss frontier said the new Italian Prime Minister held preliminary talks with U.S. and British diplomatic representatives at the Vatican Monday, and soon afterward sent a civilian delegation, accompanied by a general, to discuss terms.

Berlin radio, hitherto inclined to take the line that Mussolini's fall would have no effect on the Axis war effort, finally

Nazi Source Says Italy Asked Germans to Go

STOCKHOLM, July 28 (UP)—The assertion that Marshal Badoglio had tried without success to persuade Germany to withdraw her troops from Italy was made today by the German-controlled Scandinavian telegraph bureau in a message from its Berne correspondent.

This is the first indication from any Nazi controlled source that the new regime in Italy wished to cut adrift from the Axis and the war.

The same report said Italian negotiations to this end with German Ambassador von Mackensen failed because the Germans insisted on defending the line formed by the River Po at the top of the Italian leg.

conceded that Germany's fate was "directly involved" in Italy's. All Germans, soldiers, civilians and war workers, were "hanging on to their radio sets," it said, "waiting for indication of the course events are going to take."

From Berlin itself came the suggestion that the newly appointed Italian Foreign Minister, Guariglia, had been chosen by Badoglio because of his connections with Britain, as the best possible contact with the Allies.

The theory was radioed from Berlin by the correspondent of the Spanish daily Ya. He also reported that "German official sources not only energetically rejected" the idea of Italian surrender, but "left it completely out of the discussion."

Further disturbances inside Italy, including shooting between soldiers and Fascists barricaded inside party buildings

(Continued on page 4)

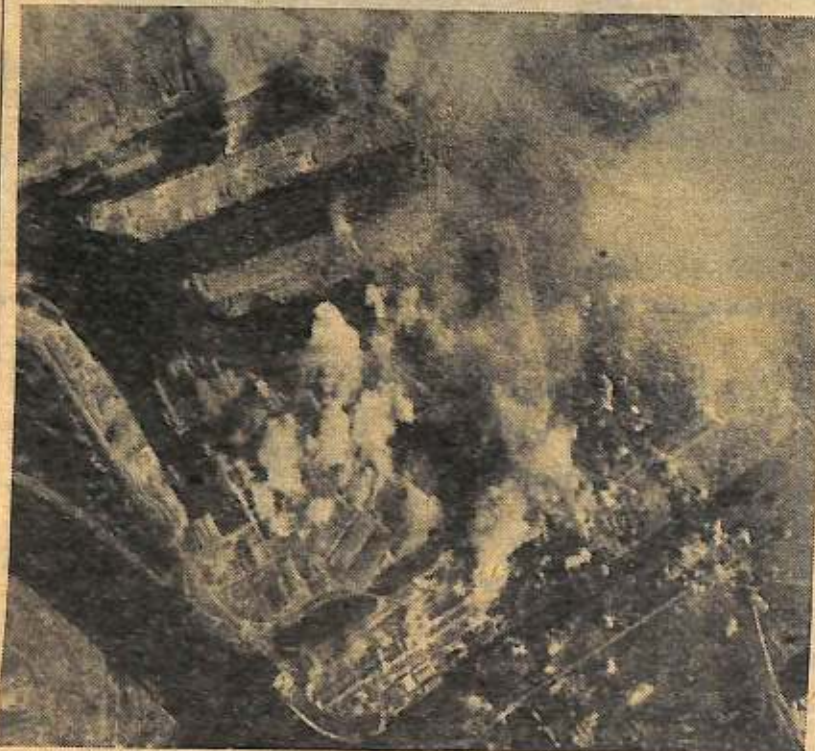
Rome Ignores Allied Demands

Prime Minister Winston Churchill, asked in Commons yesterday whether any official reply had been received to repeated demands for Italian capitulation, replied: "No official reply has been received to the message from President Roosevelt and myself, unless the disappearance of Mussolini is to be considered as his own reply to it."

Foreign Secretary Anthony Eden, in answer to a question in Commons, made it clear the Allies would not return to Italy all her North African possessions in the event of an "honorable capitulation."

Overseas Officers Come First
WASHINGTON, July 28—The Army has announced that it is giving preference in promotions to officers serving overseas. "One out of nine officers in the Army overseas received promotions during May and June as compared with one out of 13 serving in the continental United States," an official announcement said.

First Picture of Blitz on Hamburg



In the second American raid on Hamburg Monday morning, Eighth Air Force Flying Fortresses found a break in the pall of USAAF-RAF-made smoke which covered the greatest German port to release an avalanche of bombs on the important U-boat building shipyards.

Americans Seize Five Towns. Strike at Nazi Strong Point

ALLIED HQ, North Africa, July 28 (AP)—American armored forces, moving into position for an all-out smash at the German line blocking the north coast road to Messina, closed in today against the strongly prepared defenses of San Stefano, 60 miles east of Palermo, after over-running five small towns in their eastward push.

The "battle of the bridgeheads" reached the slogging stage—a fight for position until enough key points are in Allied hands for a final smash from the Etna line to the Messina Straits.

Nazis Fleeing Trap at Orel

Rearguard Fight, Attacks In North Seek to Stem Russian Advance

MOSCOW, July 28 (UP)—The Germans are withdrawing south of Orel, fighting desperate rearguard actions to try to get their main forces away before the Russians complete the encirclement of the city.

The retreating Germans are scorching the earth as they go back, setting fire to the villages, blowing up bridges and even taking Russian villagers for forced labor in the rear lines, according to latest reports reaching Moscow.

The Orel bag is collapsing. A section of the Orel-Briansk railway is now under Russian control, and the highway from Orel southwest is under Russian fire. Fierce German resistance in the form of counter-attacks continues north of Orel.

Latest reports from other sectors indicate that everywhere the Russians are making progress.

(The fall of Bolkhov, key town north of Orel, was admitted last night by Berlin radio. Berlin said: "Bolkhov changed hands in the course of elastic defensive operations.")

\$2,000,000 Damage Caused By Hurricane in Texas

HOUSTON, Tex., July 28 (AP)—A 100-mile per hour hurricane battered Galveston, Houston and other Texas coastal cities last night, causing damage estimated at more than \$2,000,000.

Some spots in the Galveston streets were filled with water hip-deep. Broken power lines blacked out the entire city.

FDR Speech on AFN Tonight

President Roosevelt's speech will be broadcast tonight on the American Forces Network from 8.25 to 9 PM. It will be a recording of the morning's original broadcast. The speech was scheduled for 9.30 o'clock last night (3.30 AM, British time), too late for this edition of The Stars and Stripes.

RAF's Heaviest Raid Of War on Hamburg

Non-Stop Aerial Offensive Past Fifth Day; Nazis Largest Port Blazing After Six Attacks in 72 Hours

American heavy and medium bombers struck the width of Hitler's Europe in daylight yesterday and carried the Allied big push in the air through its fifth day.

The Fortresses made their deepest yet penetration of Germany, and with the high explosives which plummeted on to Nazi targets went propaganda leaflets addressed to the German people. It was the first announcement that American planes were dropping leaflets on their raids.

The American attacks, with RAF light forces also sweeping against the Luftwaffe defenses through the day, came short hours after the heaviest raid in history had heaped another 2,600 tons of blast and fire on the flaming inferno which a week ago was Hamburg, Germany's biggest port and second largest city.

12 U.S. Airmen Receive Third Highest Award

6 Officers and 6 Sergeants Win Silver Star For Bravery

Twelve U.S. airmen—six officers and six sergeants—have been awarded the Silver Star by Maj. Gen. Ira C. Eaker, commander of the Eighth Air Force.

One of the decorations, which is the third highest award for valor given by the U.S. Army, went to 28-year-old Col. Arman Peterson, of Flagstaff, Ariz., who is now missing in action after leading fighter planes on 42 combat missions. Peterson and Col. Hubert Zemke, 27-year-old flyer from Missoula, Mont., were cited for "brilliant leadership" and for setting an inspired example for members of their command. At the same time, Zemke was given the DFC and the Air Medal with three Oak Leaf Clusters by Gen. Ross G. Hoyt, of Traverse City, Mich., commander of an Eighth Fighter Command Wing.

One star was awarded posthumously to 2/Lt. Frederick L. Angel, of Denver, who was critically wounded during a Fortress raid over Germany on June 11. The citation said that despite his wounds, Angel and the bombardier beat out a fire aboard the plane, although it cost Angel his life. 2/Lt. Benjamin C. Fincher, of Matthews, N.C., the bombardier, also received a Silver Star.

Bombed While on Fire
Capt. Bruce A. Gardner, of St. Johns, Ariz., received the decoration for dropping his bombs on a German target on May 19, although the plane caught fire before the target was reached and one engine was disabled.

1/Lt. James F. Kelley, a navigator, of Silver Springs, Md., was decorated for fighting off repeated enemy attacks during a June 25 raid on Germany even though he was seriously wounded.

With the award of the decoration to

(Continued on page 4)

23-Year-Old Yank With DFC Among 25 Transferees to U.S.

A 23-year-old American airman, holder of the British DFC, who has taken part in 31 raids on some of the most heavily defended targets in Germany and Italy, was among 25 veteran American fliers transferred to the USAAF from the RAF and RCAF in London yesterday.

He was 2/Lt. Joseph Miesen, of Judsonia, Ark., Lancaster bomb-aimer and gunner, who has attacked Essen, Duisburg, Cologne, Berlin, Genoa and Milan. On his last raid, six months ago on Bremen, when his Lancaster arrived over the target 15 minutes before the others, "it nearly got hell blown out of it."

"We had a pretty green navigator and instead of getting to Bremen with the rest and sharing the flak we arrived in solitary state and got a terrific blast. But lady luck was with us and no one was hurt."

He got the DFC for his part in the raid

on Milan last October when his plane stayed over the city for almost an hour after the others had left and shot up factories, trains and hangars.

He wants to train as a pilot in the USAAF because "I'm pretty sick of just being a passenger, even though bombardiers do have their moments."

Other transferees:
Capt. Bayless Earle Harris, Tucson, Ariz., and Leonard S. Kober, Worcester, Mass.; 1/Lt. Eugene Francis Weisbruch, Peoria, Ill.; Harold Arthur Deviney, Ontario, Canada; Gill Dupree McKay, Lone Oak, Tex.; Ian William Miller, San Francisco; John Collins Drew, Birmingham, N.Y.; Jeane Owen Brice, Portland, Ore.; Roger Ross Pardon, Dowagiac, Mich.; Eric George Roberts, Merchantsville, N.J.; Franklin J. Van Wart, Brooklyn; John Ralph Walls, Minneapolis; Lynn W. Cocker, Ferndale, Mich.; George Barr Peet, Beloit, Wis.; Walter Tonkin, Detroit; Thomas Mullin, N.Y., and Erling Jay Varland, Grand Forks, N.D.; 2/Lts. John Edward Harris, Lynnfield, Mass.; Robert T. Johnson, Braintree, Mass.; Thomas Wilson Jenkins, Glenbrook, Conn.; Robert T. Young, Moorhead, Minn.; Robert Warren Christy, Oakland, Cal.; Charles Patterson Norris, Akron, Ohio, and George William Waxler, Lawrenceville, Ill.

Targets for the Fortresses air fleets yesterday were the fighter aircraft factories at Kassel, beyond the Ruhr, and an assembly plant at Oschersleben, New Magdeburg, 290 miles southwest of Berlin.

Twenty-three heavy bombers were reported missing. The USAAF medium bombers attacked coke ovens at Zebrugge, Belgium, in their fourth straight day of raiding without loss.

Eighth Fighter Command Thunderbolts joined RAF and Allied Spitfires and light bombers in the day-long time-table of destruction. One fighter

RAF Hits Airfields
The RAF's part in the daylight attacks, aside from the clouds of Spitfires which were out almost all day, also included attacks on enemy airfields at Courtrai, Belgium, and Merville, in northern France.

The Fortresses were unescorted, although they were met by fighters which covered their return.

In long combats with relays of every type of Nazi fighter planes, the Fort formations shot down more than 60 aircraft, according to preliminary estimates. As great a hazard as the enemy fighters was the long belt of flak emplacements with which the Nazis guard the approaches to the Ruhr.

Between flak and fighters, Fortress crews came back to many fields with one expression: "The toughest trip yet."

The RAF massed another huge fleet of four-engine bombers Tuesday night and sent them out in the sixth Allied assault within 72 hours on Hamburg. They carried 2,600 tons of bombs, and they poured it into the scattered mass of fires which started blazing last Saturday night in a 2,500-ton-plus raid.

The first raid took 50 minutes; Tuesday night's 45 minutes. When the last bomber was home—18 were reported missing—RAF Bomber Command checked the totals and announced that it was the heaviest weight of explosives ever dropped in a single raid.

Winds Cleared Smoke
As the RAF heavies made their runs, they found that a fresh wind had swept away most of the dirty smoke which had hung over the city since Saturday night.

The fires which Eighth Air Force Fortresses twice had stoked with bombs—Sunday and Monday—and Mosquito bombers twice had fanned with lighter attacks—Sunday and Monday nights—were blazing in the Hamburg docks and shipyards from which a large percentage of the U-boat packs have gone out to sea.

Meanwhile, reconnaissance photographs lent credence to the belief that the prime targets of the unparalleled assault on Hamburg are the submarine construction yards, the bases and repair shops and the steel mills and factories which supply parts for the Nazi undersea flotillas.

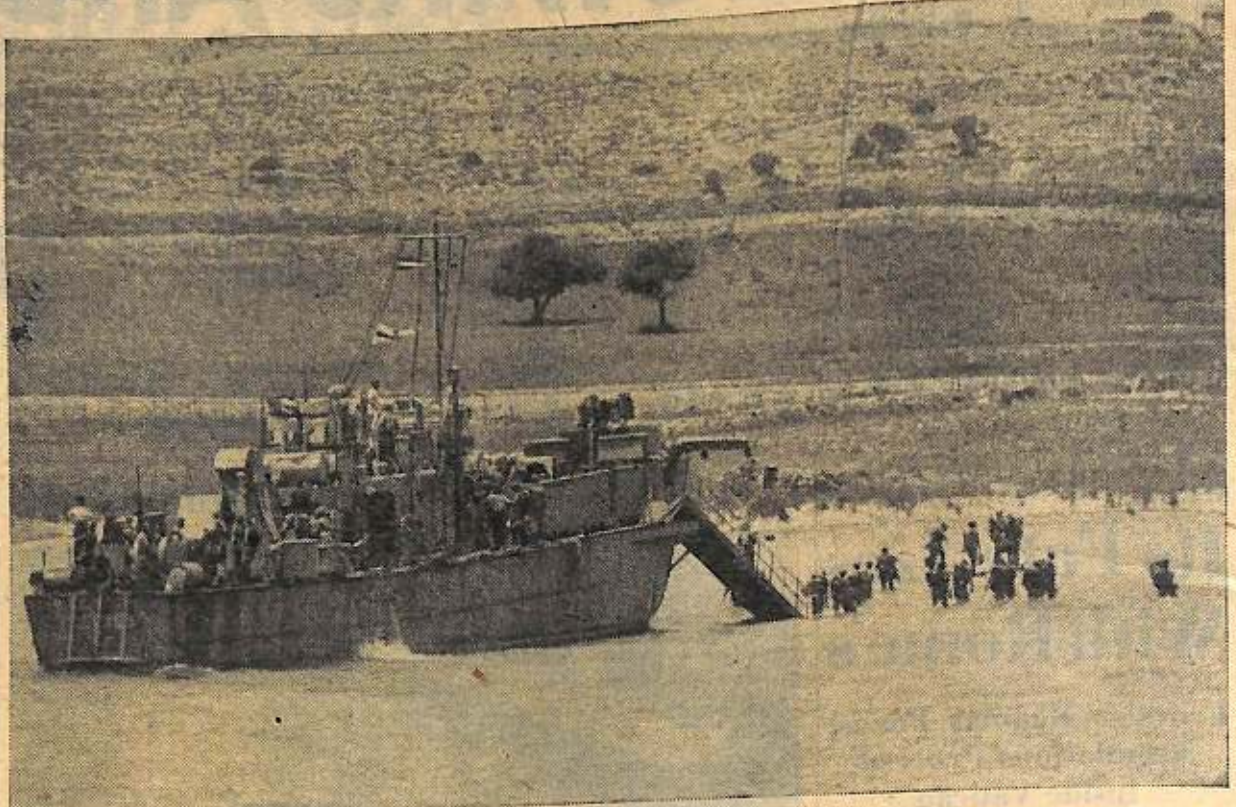
At least nine "very important buildings in the great Blohm and Voss submarine building yards" have been hit, according to an Air Ministry announcement last night. One dry dock has been

(Continued on page 4)

Terry and The Pirates

The Stars and Stripes begins publication of the comic strip "Terry and The Pirates" by Milton Caniff on Page 4 today. Caniff already contributes "Male Call," a Monday feature in The Stars and Stripes.

How Yanks Went Ashore at Sicily



The landing craft slid on the sandy beach, and "by this time there was little machine-gun fire . . . the enemy couldn't stand off that armada of ships."

After Fierce Fighting They Found Valley Full of Tomatoes

By Jack Foster

Stars and Stripes Navy Writer

Ships, an armada of them. Doughboys, advancing relentlessly under a barrage of big American naval guns. Belching bazookas and coughing anti-tank guns.

That's the picture of the Yank phase of the invasion of Sicily, brought to London yesterday by a 36-year-old naval officer, the first to reach here after the initial landing on the Italian outpost.

Lt. Ray Kellogg, Beverly Hills, Cal., commanding officer of a U.S. Navy field photographic unit in Mediterranean waters, gave the first eye-witness account of the American thrust on the western coast of the besieged island during a brief stopover in London.

on July 10 during the "dark hours" of early morning, as we stood offshore waiting for the first wave of Yanks to climb into their barges and storm the soil of Sicily," he began. "Heavy bombers were in the air over Gela. Their explosives lit up the city and the coastline. Huge fires inland made the surf and beach stand out in bold, black silhouette.

Searchlights Come On

"Our barges slid away from the ships. Behind them gun turrets aboard American men o'war threw heavy shells across the water to positions ashore. A string of searchlights snapped on, picked out the assault craft nearing the beach. Machine-guns rattled both from the shore and from troops in landing craft. The sky was criss-crossed with tracer."

One by one American bullets erased the probing searchlights, the officer said, and finally multi-colored flares told anxious watchers aboard ship that the landing party had reached the beach.

"The boats returned in the dim light of early dawn for their second load." Lt. Kellogg continued: "Only a few failed to come back."

Then came the big moment for the former Hollywood film executive. He swung down the scramble nets into a barge, bulky with a movie camera slung around his neck and several bags bulging with film magazines.

"I went ashore with Maj. Gen. Terry

Allen, commander of the crack First Infantry Division, a rugged bunch with the hardships of Tunisia already in their records.

"By this time there was little machine-gun fire from the beach. The enemy couldn't stand off that armada of ships. But a new menace was added. Heavy artillery was shelling the sands from inland points. Shells plopped in the water everywhere. One of our heavy barges was landing vehicles. The enemy guns concentrated on it.

"The sand saved many of our men. Heavy shells from the inland guns smashed deep into the beach. They went down so far that their explosion was almost entirely upward. The fragments didn't cover a wide enough area."

Sand Saved Lives

One of these projectiles, bursting almost underfoot, knocked the lieutenant off his feet, burying his camera in the ground and covering him with dirt.

"I thought it was about time to leave the beach so I went to find the command post," he related.

"Meantime, the warships kept throwing shells at the inland gun positions. Two Navy planes, catapulted from a cruiser, circled overhead directing the fire. They were pontoon scout types.

"I saw one of them shot down later, but not until half the inland batteries had been silenced by shells sent on their accurate way by those lads in the two planes. They did a hell of a job. One finally went down when he tried to lead a speedy ME109 into range of his ship's A-A."

No anti-personnel mines were encountered on the beach, the officer said. Vehicles were in constant danger, however, and the first caterpillar ashore was blown up after it had gone a few hundred feet across the sand.

"They were still setting off some of those mines ten days later," he said.

The first batch of enemy prisoners came along about this time and Lt. Kellogg started cranking his camera again.

"They were all happy and smiling," he recalled. "One shouted to me, in English, 'Why did it take you so long to get here?' They were difficult to photograph. You can't take one; you have to get them all in the picture the way they crowd up. In the trade we'd call them 'lens lice.'"

A happy surprise was in store for the GIs when they surmounted the sand ridges surrounding the beach.

Valley Full of Tomatoes

"We found a valley full of tomatoes and apples. The men had been fighting hard and were hungry. They just stripped every tomato and apple they could find. I saw them stuffing them into blouses and bags. They were a definite change from K rations."

At night Axis bombers returned in force and the officer watched the greatest AA barrage he had ever seen.

"I was in the North Africa invasion and I was at Pantellaria, but I never saw such a solid curtain of flak. It went on for an hour without interruption, then intermittently for three hours more."

Next morning hard-fighting infantry had driven six miles inshore when the expected counter-attack began.

"Forty tanks came rumbling down the plain," Lt. Kellogg explained. "They cut through our line and made for the beach. Our infantry spread out and let them through, but when they passed, a solid American line met their supporting troops and cut them off from the tanks."

"Then I saw a scene filled with all the drama of a Hollywood thriller. I was standing on a dune where I could see both into the valley and on the beach. The tanks came within half a mile of the sea. Meantime, one of our larger boats had beached and was unloading anti-tank equipment. The tanks swept through the valley, swinging back and forth, firing at any Americans they could see. Navy guns knocked out three of them and kept the rest on the move with well-placed shells. Infantrymen destroyed four more with their bazookas.

"On the beach, our men worked like beavers unloading the heavy anti-tank stuff in a race with time. The enemy, most of them Germans, couldn't see the beach

and didn't know what was in store for them.

"The heavier stuff was almost unloaded now. I was standing next to a general. He looked at the scene, stuck out his jaw and muttered, 'We aren't going back down to get our feet wet now!' He was right, gunners manned the anti-tank stuff and came around our dune.

"They blew hell out of those tanks, accounting for 11 of them in short order. The rest turned tail as fast as their clanking treads would take them."

The timely landing of the tank-busting equipment, plus the effective fire of the Navy guns, saved the beachhead in Lt. Kellogg's opinion. The tanks were Mark III, IV and huge Mark VI types.

On the third day the Yanks swept on, taking an important airfield at Port De Olivo. It was in good shape, he said, and was usable by our force even though it was heavily mined.

Visiting a prisoners' camp, Lt. Kellogg found at least one soldier in Italian garb overjoyed by the arrival of the Americans.

"He was called 'Joisey' by everyone," the officer related. "He told me he was born in Jersey City and taken to Italy when he was adopted by an Italian family. Five years ago he decided to return to the United States but was detained by Fascist authorities when they asked him for his army discharge papers. 'What army?' he wise-cracked. 'The Salvation Army?' They threw him in jail and later sent him into the Italian force as an ambulance driver.

'Sergeant of Prisoners'

"He was overjoyed by his capture. 'I'm a big shot now!' he told me proudly. 'The Americans have made me a sergeant of prisoners.'"

Civilians in the towns taken by the advancing Americans were well behaved and did everything they could for U.S. forces. Strict Fascist control had kept their food to bare requirements. The tomatoes and apples of the fertile seaside valley all had been ticketed for shipment to Italian army units and German consumption.

"The Sicilians seemed to feel they had been liberated," Lt. Kellogg said. "They said they wanted us there and hoped we would do the same thing in Italy because they felt the people on the mainland felt the same way. Although quotes of Mussolini's speeches were painted on walls all over the place I learned they had been put there by Fascist Party members and few of them were new.

"There were no reports of sniping activities by the natives. That was a strong contrast to the North African invasion."

Sweeping onward, the Americans took the towns of Niscemi and Mazzerino. At Barrafranca, a desperate enemy tank attack was smashed on July 18 and the doughboys pushed on easily to Caltanissetta and Enna.

It was on one of these later days that the Navy officer got his first close-up of German prisoners.

Germans, a Surly Lot

"We saw them captured by a lieutenant and a sergeant as they came around a curve in a command car. Two motorcycle escorts in the rear started to flee but one was killed and the other wounded. When I focused my camera on the Germans they ducked their heads and closed their eyes. They were a surly lot, yet pretty meek when they had been disarmed."

Lt. Kellogg left his Army friends at Enna when he saw that American forces were in possession of the northwest end of the island. Other members of his unit, including his executive officer, Lt. (jg) M. E. Armistead, had been scattered with British and American forces throughout the island making a photographic record of the conquest so Lt. Kellogg returned to London to receive their reports.

In civilian life he was the assistant department head of the trick photography section of 20th Century-Fox studios. His last Hollywood work was done during the filming of "A Yank in the RAF."

"That was fun shooting, but I got a bigger kick out of being a Yank in the AEP," Lt. Kellogg declared.

Hash Marks

Today's daffynition. An Efficiency Expert is a man who knows less about your business than you do and gets paid more for telling you how to run it than you could possibly make out of it even if you ran it right instead of the way he told you to run it.

The other day one of the section chiefs had a general in to inspect one of his sub-sections. They walked into the rooms, but they were bare . . . not the officers but the rooms. Not even a paper clip was left behind. That was two days ago . . . and they're still searching for the "lost section." And you'd be surprised which section it was, too.

The latest red tape story concerns a general who was handed an envelope marked "Secret." Inside was another envelope marked, "Restricted-Very Secret." Inside was another envelope and



still another, inscribed "Most Confidential." At last he came to the final wrapping, "Secret-Not to be Opened by unauthorized Persons." His fingers trembling with anticipation, he opened it and discovered a little slip of paper reading, "GHQUSAPBY. This is to inform you that Hdq. Circular No. 183d674x22, formerly regarded as secret and confidential, is no longer secret and confidential."

This little story is going the official rounds of Washington. U.S. Army nurse May Steinberg, on active service in N. Africa, asked a negro soldier who had been wounded in the fighting if there was anything he needed. "Ma'am I needs everything," he replied. "All ah possesses is bullet holes and shining morale."

Guests of the De Soto hotel in St. Louis smiled approvingly as the laughing couples entered the hotel's ballroom to dance one Saturday night. But they frowned in bewilderment as cheerful couples, apparently as fresh as ever, swung on the dance floor Sunday morning. And they threw up their hands in resignation when the dance was still going strong that afternoon. Then came the explanation. The dance was sponsored by the AFL machinists union for all war

on July 10 during the "dark hours" of early morning, as we stood offshore waiting for the first wave of Yanks to climb into their barges and storm the soil of Sicily," he began. "Heavy bombers were in the air over Gela. Their explosives lit up the city and the coastline. Huge fires inland made the surf and beach stand out in bold, black silhouette.



We hear the WAACs have a song sung to the tune of Hinky Dinky Parlez Voo.

We have just had the unhappy realization that officers aren't supposed to "associate" with enlisted WAACs. Say, what's the penalty of impersonating a Pfc?

Chaplain C. Westphalen disagrees with us . . . the other day we said, "When in Rome, do as the Romans do . . . go into the air raid shelters." He says it should be: "When in Rome do as the Germans do." And we guess he's right at that.

J. C. W.

Our Subs are There

Heralded for months as a No. 1 menace to the Allied war effort, Nazi U-boats were so widely publicized that there was almost a tendency to forget that the Allies had a powerful submarine fleet of their own in action.

But now the Allied "U-boat" is coming into its own. Today's headlines announce that British submarines continue to pursue and harass the enemy in the coastal waters of the northern Mediterranean and have successfully bombarded a number of shore targets.

During these successful patrols, the submarines have bagged three supply ships, a tanker and 19 small vessels.

Japan is probably best qualified to speak for the deadliness of the American sub. Since June 30 the Nipponese have lost 17 warships, three cargo vessels and had two warships and additional vessels damaged. Our submarines played their part in this haul.

And the submarines are playing their part as the antidote for their enemy counterpart, the U-boat. They played their part in holding Allied shipping losses for June to the lowest figure since the war began and there has been no evidence that the July report will not be equally encouraging.

Make no mistake, the men in the submarines are taking their toll of enemy shipping. Their story is yet to be unfolded.

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Vol. 3, No. 229, July 29, 1943

35 Years on Guard

Thirty-five years on guard is worth mention in any man's army, and so this week we acknowledge, with gratitude, 35 years of efficient duty performed by the Federal Bureau of Investigation.

During the present emergency FBI agents have done much to foil the best laid Axis plans. Less than one hour after bombs began to fall on Honolulu the Bureau went on a full wartime basis, operating 24 hours a day, with all "Alumni" throughout America mobilized for "war duty."

By nightfall December 8, 1941, a total of 1,771 enemy aliens, of whom the majority were Japanese, had been taken out of circulation. Since December 8, 1941, the program has continued with arrests now totalling approximately 13,000.

It was Gen. George Washington who said: "In times of peace prepare for war." This could well be a motto of the FBI, for many months prior to our entry into war the Bureau made a security survey of some 2,400 of our most important industrial plants. Many of these are now producing war materials and all are carefully guarded under plans prepared from the original security surveys.

War has laid many heavy demands at the door of the Bureau, and all have been promptly met. Graduates of the famous FBI National Police Academy are hard at work applying the knowledge gained there in a continuing fight to provide adequate protection on the home front.

Their work has been good, for it wrecked whatever plans the Axis may have had to disrupt the United States from within and any force capable of commendation.

Carol—Speakeasy King

Uneasy lies the head that wears a crown. So goes the old saying, and it is particularly applicable today to any head that wears a crown of Axis authority.

A small item gleaned from the day's news has focused our attention on this thought. Ex-king Carol of Rumania, now managing his own night club in Mexico City, finds time to comment for the press on the outcome of the war.

At one time Carol could not speak so freely. As king of one of the trouble spots in the Balkan powder-keg, his head was uneasy indeed.

Being manager of a night club may seem like a letdown after wearing the royal purple, but we feel certain that the ex-king finds this paradise snow compared to pressure politics.

And we could name quite a few Axis satellites who would doubtless jump at a safe civilian job in some faraway land. For instance, there's that man from Italy who's now out of work. He should gladly settle for a peanut vendor's job in Central Park. Even the big Axis boss himself must have moments when paper-hanging seems very, very attractive.



"Excuse me, but have you been over here long?"



He Can't Salute
HOLLYWOOD — What will the Army think when film actor Richard Martin's new picture is released? Martin was rejected three times on account of a shoulder injury which made his arm fall out of joint when saluting. He does manual arms, saluting and KP by trick photography in the new film.

Features

SPECIAL SUPPLEMENT

Thursday, July 29, 1943

Good Luck
WORLAND, Wyo. — Justin Lesters is hoping his luck will change. First his house burned down . . . then his baby swallowed a pin . . . returning from the hospital, their horse drowned . . . they borrowed a horse to drag it away . . . it drowned too. Their car burned up the next day.



Stand By Fire Both!



Skimming the water at high speed, a Royal Navy MTB discharges her deadly missiles into the inky waters of the English Channel.

THIS was the Admiralty communique: "During the night of 24/25 July Light Coastal Forces under the command of Lt. W. S. Strang, RNVR, encountered a heavily-escorted enemy convoy off Texel (Holland).
 "The attack was pressed home through the escort screen and one enemy ship was torpedoed and probably sank.
 "While this was taking place another force, under the command of Lt. R. M. Marshall, RNVR, engaged the escorting vessels consisting of trawlers, "M" class minesweepers and R-boats and a very vigorous close-range action ensued. A number of the enemy craft were damaged and in the final stages of the action it was noticeable that the enemy's return fire was considerably reduced.
 "At one period of the action a brisk interchange of fire between the enemy's escort craft was observed."
 This was what happened:
 Phosphorescent wakes of the torpedo boats flared like fishtails across the flat, black sea as they roared towards the Dutch coast.
 The night was bright, cloudless and starry.
 Faint strings of flak flowed up the sky to the South. A plane, apparently a bomber, burst into yellowish flames and exploded in a huge flash over the horizon. Occasional star shells and airplane flares burned in the distance.
 The flotilla's orders read:
 "Object: To carry out an offensive sweep off the Dutch Coast."
 A boat had picked up a signal from the base. A convoy had been sighted, was heading down the coast. Its position at ten o'clock had been reported.
 Navigators made quick reckonings on their charts and the units headed for the location where it was estimated the enemy would be found.
 A rating at the starboard twin Vickers on the bridge shouted:

"Light: green one-five."
 The light was the moon, dull orange and spotted with low-hanging black clouds, coming up from Holland. For ten minutes it rose, growing brighter and smaller. Then it burst, lemon-yellow and bright, from the last layer of clouds.
 The moon, the convoy and the intruding flotilla met at the same time. Through a rift in the clouds the skipper, Lt. Ron "Coffin Nail" Cunningham, of Sheffield, picked up four flak-trawlers and "something big." The convoy had been sighted.
 Suddenly night became day. Everyone looked up. Immediately overhead, 500 feet above the mast, a star-shell had burst and was drifting slowly down, shedding its eerie green light on the flotilla. Another shell burst. Another and another.
 Jerry opened fire. Red tracers—20mm. cannon—slithered slowly at the boats, whistled overhead in a burst of speed. Heavier guns opened up, sending green and white shells in with the red.
 The senior officer ordered smoke. A white plume poured from the fantail of the leading boat.
 The fire continued while the flotilla scampered behind the smoke screen.
 The convoy's escorts kept lofting star shells into the sky. Occasional bursts from the enemy's batteries sliced through the screen.
 The first star shell and bursts of fire frightened hell out of you. You clung to the side of the bridge and felt the cold shivers run up and down your spine. Then you remembered what the others had said before you left port:
 "You'll be scared at first but then you'll enjoy it."
 There was no enjoyment sitting out there in the calm waiting for the signal that would send you into the middle of those flak ships.
 The skipper pushed the telegraph to half-ahead. The boat lunged forward, trailing the others.
 The TBs headed south. In a few minutes they reached the lower end of the screen. Slowly they maneuvered into a line.
 Up the yellow path of the moon they moved, through the smoke and out into the open. Undetected they slid past the escorts and through the convoy until they were between the enemy and the Dutch coast.
 Jerry opened up again. The TBs separated. Short tracer bursts and more star shells from the enemy picked each one out. The battle was on.
 "Deadbeat," affectionate name for the TB on which you were a passenger, ran in past the other boats while they engaged. Then two German flak trawlers opened fire. Straddled by the trawlers and with an M-class minesweeper (about 800 tons and comparable to a light destroyer) joining in, the attack was terrific.
 The half-dozen men on the bridge crouched behind light armor. The sky was literally filled with tracers, so many in fact, that the inside of the bridgedeck was brightly illuminated by them. You thought: "God! We're gonners!"
 The cox'n and skipper raised their heads above the bridge so they could navigate.
 Heavy fire—four-inch shells—began to come overhead, none of them near; but the light-gun barrage continued, intensifying rather than lessening.
 A sudden dull crump rocked the boat. Heavy spray rained on the deck and over the bridge. A four-inch shell had struck a few yards off the port bow. You clutched at the bulkhead and waited. Number One, Sub-Lieutenant Jeff Gardiner, on the portside, muttered:
 "Sonofabitch! Let's get out of here. That's big stuff!"
 The skipper rang on the telegraph and "Deadbeat" roared away, eluding the enemy fire.
 You could tell the skipper was aching to unload his torpedoes. "Deadbeat" and her mates must have been outnumbered five to one, but they were more than holding their own. Off to the east a trawler and a TB were engaged in a bow-on duel at about 1,000 yards. The tracers were thick in the air, skimming slowly in deadly arcs and bouncing from the surface like illuminated stones.

"Deadbeat" lay back, dodging an occasional stray burst, looking for a likely target. A dark, heavy silhouette loomed on the horizon to the south. The bridge was quiet as the skipper turned "Deadbeat's" bow towards it.
 "Pompom open fire! Short bursts!"
 The Captain's voice was charged with excitement.
 Shells streaked from the bow; the pompom cracked again and again. Twelve hundred yards ahead pinpoints of flame flashed and illuminated another minesweeper. "Deadbeat" was scoring. One flash was larger than another; an ammunition locker must have been hit.
 The 'sweeper started to return fire, but not from the fo'c'sle deck where the shells had struck. Her reply was relatively weak. The TB's pompom continued to blast

of the "fish" was erratic, twisting from side to side. The starboard one was steady and true.
 You stared ahead and groaned as the 'sweeper maneuvered quickly and headed towards "Deadbeat," bow on. The wake swept past the enemy's bow, missing by a few yards.
 Aft of the minesweeper was another black shape, larger and vaguer. As "Deadbeat" swung hard-aport the Skipper uttered an exclamation.
 "Think I saw a puff of black smoke ahead."
 You continued to watch until the 'sweeper and whatever was behind it blended into the horizon, then your attention was drawn to other battles raging nearby. Other TBs were still scraping spasmodically with the trawlers.
 "Deadbeat" stooped about for a few more minutes, drawing no fire and offering none. Then she cut off to the East to join her mates.
 Number One made a quick check of her condition. The port torpedo had crashed into the guard rail and flattened it to the deck; thus its erratic behavior. The engine room reported two holes below the water line. That was all. No severe damage, no casualties.
 In an hour-and-a-half of intense combat, "Deadbeat" had scored a direct hit and probably sunk an enemy escort vessel and had partially disabled a heavy minesweeper.
 The return was long but a relief after the tense excitement. You felt as if every ounce of energy had been drained from your body. You turned in on a makeshift cot in the wardroom and slept like a drunk.
 Boats' crews, dressed in Sunday "liberty blues," lined the quay and the decks as the tiny flotilla snaked into harbor a few hours later. You could feel their eyes inspecting each boat minutely, looking for signs of damage or casualties.
 A lieutenant on one torpedo boat tied up at the quay raised his thumbs up, then

down, asking for news of action. "Deadbeat" tied up next to his.
 "What's the gen?" he asked, his excitement showing in his face. He had been out the night before without encountering the enemy.
 "Well, it was pretty hot, actually," one of "Deadbeat's" officers replied. "We had a marvellous ping-pong match with some trawlers. Got in some bloody good shooting with the pompom."
 Later Number One described the battle more accurately:
 "It was a bloody general mix up."
 You walked—or rather staggered slightly—off the boat, knowing that you were lucky as hell to be on dry land again. Reaction from war had set in. You strolled along the quay with Jeff, the Number One.
 "Good show, eh Jeff?" "Had a nice night?" "You lucky bahstud!" came from the TBs you passed. Everyone wanted to buy a drink and you accepted a few.
 But personally, you wanted to buy every man on every boat in His Majesty's Light Coastal Forces a drink. It had been quite a night, and you really knew what sort of men they were in the little ships.

By Tom Bernard
 Stars and Stripes Staff Writer

away. More hits were seen.
 You felt an exhilarating thrill as the enemy's fire grew weaker. "Deadbeat" was closing in—1,200, 1,100, 1,000 yards. The 'sweeper circled. The Captain shouted another order:
 "Tubes to the ready."
 Ratings removed the safety catches and set the breech to fire.
 You could feel tenseness on the bridge, as if someone had knocked all the wind out of you and you had no desire to regain it. The 'sweeper was closer. Perhaps 800 yards.
 "Stand by."
 The Captain raised his head from the sights and jerked back on the firing handles.
 "Both," he shouted.
 The boat lunged back, sinking its stern in its own wake. A loud swishing noise sounded from each side of the bridge. You recovered your balance and stared ahead.
 Swift white tracks sped from each side of the boat. On the port side the wake

Special Supplement

This is the first issue of the special supplement prepared by The Stars and Stripes which will appear each Thursday.

The new section will contain special features by staff writers, articles from U.S. magazines and newspapers and short stories complete in an issue.

On Pages 2 and 3 today is the first of a series of digests on aircraft identification (fighter aircraft). In the next four weeks identification of other aircraft will be presented in detail.

The Stars and Stripes These Are

A LOT of the American boys who fought in the early days of the Tunisian campaign, when Allied air support was insufficient, had a saying: "Famous last words: 'It's a Spitfire.'" They meant that the guy who couldn't tell a Spit from an Me109 soon learned—the hard way.

So that American soldiers in this theater won't have the unfortunate experiences that some of the men in North Africa had, The Stars and Stripes is giving them a chance to learn the easy way. These pages today, next week and the following week, will be carrying silhouettes and photographs of all the planes—friendly and enemy—that are likely to fight the aerial phases of the Allied invasion of Europe.

American, German, British and Italian that serve the same purpose are bracketed together. GIs will find that, for the uninitiated, the FW190 is a dead ringer for the P47 in almost every way except for its intentions. If they haven't done a little studying, chances are that the Me109, the P40, the Hurricane and the Spitfire seem identical. The Ju88 and the Mosquito, hot-shot Handy-Andies of their air forces, will look enough alike to be brothers of the same drafting table.

Because most modern planes are in the 400 miles-an-hour class, the soldier in action won't have much time to see if they are sporting the Swastika and black cross, the British bull's-eye, the American star or the Italian fasces. He'll have to know at the first glance—or else. They never give a sucker a second chance.

This week's planes are mostly fighters. Other types that are included are naval planes that might support any landing attempts and observation planes that will be watching for them.

With each silhouette or photograph will be given the armament, performance, identifying characteristics and

the use of the plane. If a soldier has learned what to expect from any given type of plane, he is in a pretty good position to do something beside dive for the nearest fox hole and wish to hell it was deeper.

Next week, light and medium bombers, more observation planes, and attack bombers will be shown. The last in the series will cover heavy bombers, transports, gliders and miscellaneous types. All planes that will be shown have been carefully chosen with regard to the possibilities of their use for or against any Allied landing attempt.

Most of the enemy planes in this series will carry the insignia of the Luftwaffe, for the Italian air arm—the Regia Aeronautica—has only a few good fighter planes and virtually no first-class bombers.

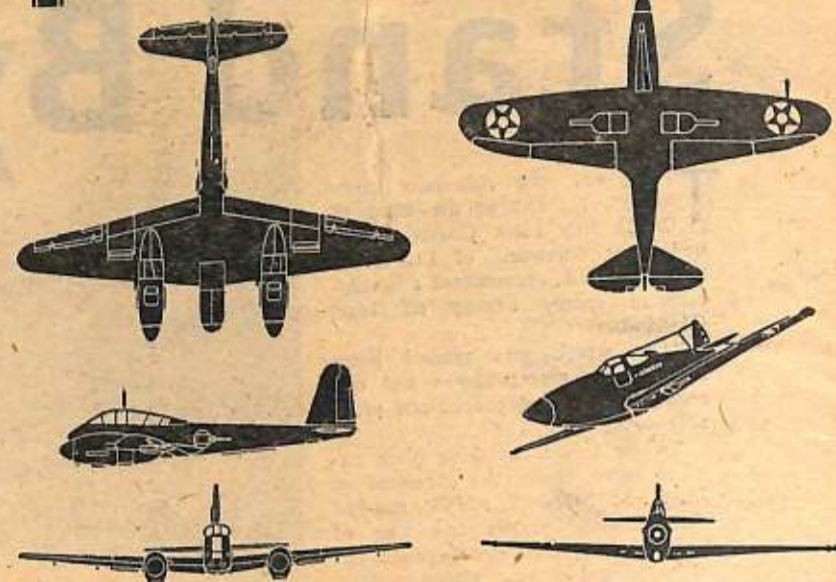
There are half a dozen systems of aircraft identification. They all have good points, but for the large part take no cognizance of the basic element in spotting friendly and enemy airplanes: Time.

When a tracer-spitting shape is boring in at you from 50 feet altitude, or when the whine of straining struts comes straight at your fox hole, there isn't time to check oil in your mind the shape of engine nacelles, the angle of dihedral, the exact placement of tailplanes in regard to the latitudinal lines of the craft.

The soldier has to know—automatically and immediately. Just as the tumbler in a time vault lock fall into place, so must the elements in his mind size up the approaching plane, check it instinctively against what he knows and align themselves into a brain format which as sure and unerringly as the time lock's tumblers give the right combination which says: Friendly or enemy. Fighter, bomber or reconnaissance.

When the GI can spot any of these planes, both he and the men who fly the planes can feel a lot safer, while a Jerry or an Eytie will have more to worry about than he has already.

✚ LUFTWAFFE ☉ ★ USAAF ☰



Type: twin motored low-wing. Speed: 365 max. Ceiling: 34-35,000 max. Range: 1,500. Armament: 2 c., 5 m.g. Engine: liquid-cooled. Length: 40ft. 9in. Span: 53ft. 4in.

Type: low wing. Speed: 400 max. Ceiling: 13,500 service. Range: 965 max. Armament: 1 c., 4 m.g. Engine: liquid-cooled. Length: 30ft. Span: 34ft.

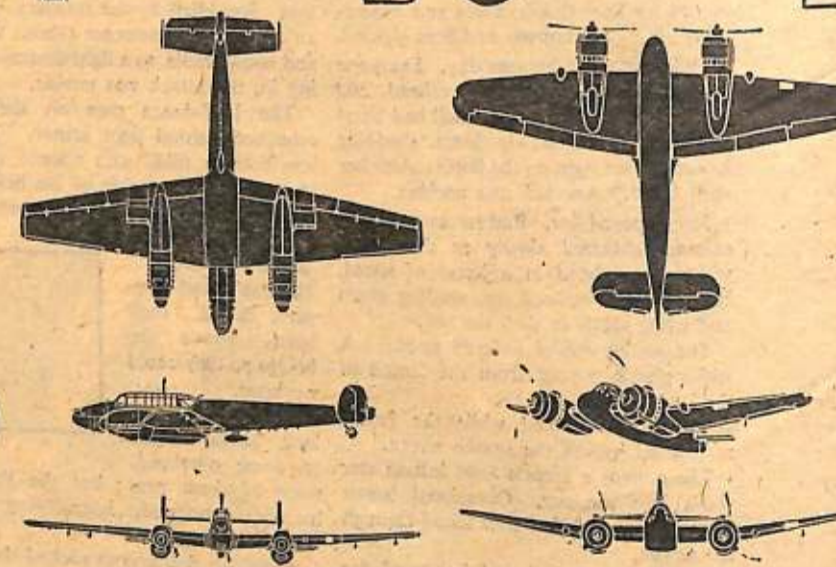
The Luftwaffe's Messerschmitt 210 A1 roughly resembles the RAF's Mosquito, but suffers by comparison of performance. The high tail fin, low-slung, heavy motors, high, bulging cockpit cowl, and twin gun blisters to the rear of the cockpit make it easier than most to recognize. The air scoops are on the highly tapered wing outside the engines. The 210 is a long-range fighter, but is also used for bombing, and carries a pilot and a gunner who, oddly enough, is the captain of the aircraft. There is some danger of confusing this with the Beaufighter, but it has a much thinner fuselage and higher tail fin. The change to the single fin from the double that the Me210 carries has done away with the danger of losing the tail assembly.

The Bell Airacobra or P39 was the first 37mm. cannon-carrying plane and probably the only fighter in service in which the pilot sits over the propeller shaft in front of the engine, well up forward, with good visibility. The peculiar position of the engine gives the plane a long nose, with the wing sitting midway between the tail plane and the nose. The cockpit cowl, shaped like a tear-drop, sweeps back smoothly into the up-swept tail fin. Pilots say the 39 is terrific below 13,500 feet; not first class above 20,000. The Russians use it on that basis. The British also use it with a 20mm. cannon substituted for the American 37mm. It has seen action in almost every theater of the war and repeated hits from its 37 have even sunk enemy destroyers.



This is it—the Focke-Wulf 190 A3. Study it. Remember what it looks like. It looks a little like a P47—but there are differences.

✚ LUFTWAFFE ☉ ★ USAAF ☰



Type: twin-motored. Speed: 365 max. Ceiling: 32,000 service. Range: 1,500. Armament: 2 c., 5 m.g. Engines: 2 liquid-cooled. Length: 40ft. 9in. Span: 53ft. 4in.

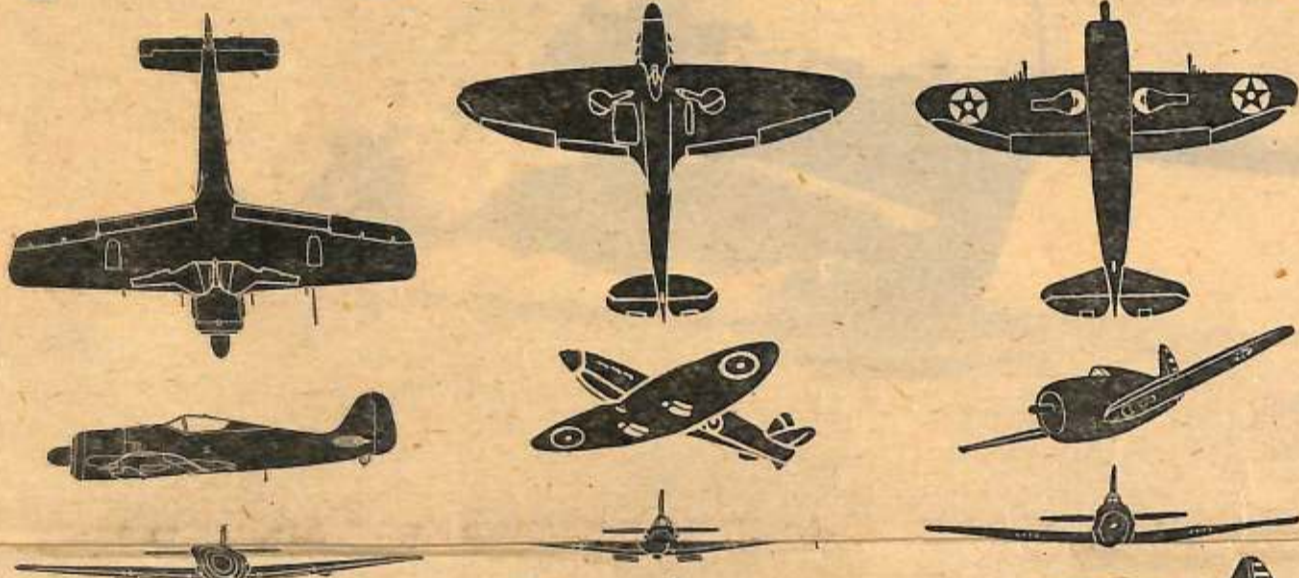
Type: Two seat. Speed: 355 max. Ceiling: 32,500 service. Range: (secret). Armament: 4 c. or 6 m.g. Engine: liquid-cooled. Length: 42ft. Span: 58ft.

The two-place Messerschmitt 110 was the forerunner of the Me. 210 and is used by the Nazis for both bombing and fighting. The habit it has of losing its tail assembly during violent maneuvers probably is responsible for the change to a single fin on the 210. Aside from the double fin, it differs in that it has square wing tips, a single gun firing from the belly, and a non-retractable tail wheel. It can tote 1,000lb. of bombs under the wings as a fighter-bomber. Obsolete because of the tail-losing trick, it is, nevertheless, still waffe. If the going gets tough Jerry is likely to use lots of these because of their flexibility of purpose.

Although primarily a night fighter, the Bristol Beaufighter can be pressed into service as a ground attack plane or day fighter. The underslung engines project in front of the fuselage, giving the ship a nose-heavy appearance. The fin extends behind the tail plane which has considerable dihedral. An observation and gun blister is slightly to the rear of the wing, topside. Both it and its companion plane, the Beaufort, are multipurpose ships, tackling almost any job. The Beaufort, which is much like the Beaufighter, was designed as a medium bomber and ground attack plane; now it is used for torpedo bombing.

The North American P51 or Mustang has been widely used by the RAF as a fighter, but is just going into service with the USAAF as a dive-bomber, known as the A36. Possibly confused with the clipped-wing Spitfire Mark 5B, or the square-winged Me109E, its identifying characteristics are the unbraced tail plane sitting lower than that of the 109; the single air scoop under the engine, and the high angular tail fin. The P51's tail wheel retracts, while the 109's does not.

✚ LUFTWAFFE ☉ ★ USAAF ☰



Type: low wing. Speed: 390-400 max. Ceiling: 38,000 service. Range: 525. Armament: 2 c. and 6 m.g., or 4 c. and 2 m.g. Engine: air-cooled. Length: 29ft. 4in. Span: 34ft. 5in.

The Focke-Wulf 190 is a star performer for the Luftwaffe both as a fighter and a fighter-bomber. One of the finest planes the Nazis possess, it will fly and fight with anything in the world. The thing to remember about this plane is that it will be seen often in combat with the P47, both of them air-cooled jobs and very hard to distinguish. It is much smaller than the P47 and the almost straight-edge tail plane, blunt tipped wings and low fin, contrast with the swept-back tail plane, tapered wing and high fin of the P47.

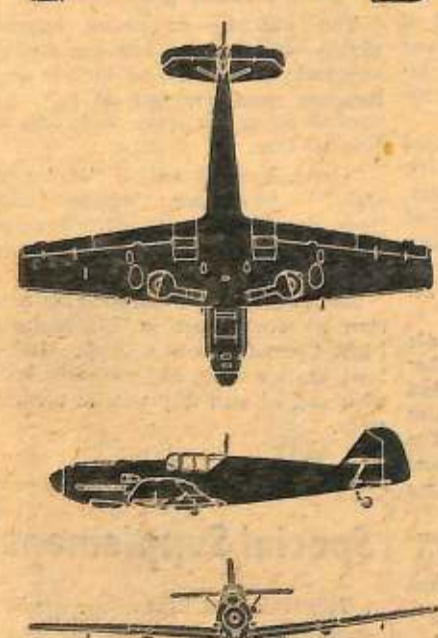
Type: low wing. Speed: 400 approx. Ceiling: 32,000 service. Range: (secret). Armament: 8 m.g. Engine: liquid-cooled. Length: 30ft. Span: 37ft.

The Vickers-Supermarine Spitfire is rated as the best of all Allied fighters in service. Like the Macchi and the Messerschmitt, it was evolved from a plane that raced for the Schneider Trophy. The Spitfire can be recognized by its elliptical wing twin air scoop under the wing, non-retractable tail wheel and round tail fin. Its engine has a high whine when it is pushed.

Type: low wing. Speed: 400 plus. Ceiling: 40,000. Range: 1,000 max. Armament: 8 m.g. Engine: air-cooled. Length: 32ft. 8in. Span: 41ft.

The Republic Thunderbolt P47 is the latest and best American fighter in this theater. One of the most powerful and heaviest fighting planes in the world, it is much larger than the FW190, and there is danger of confusing the two. The P47's curved trailing edge of the wing and the tapered tail plane contrast with the comparatively straight lines of the 190. The 190's tail wheel retracts only partially, while the P47's comes completely up. The tail plane of the P47 is cut in at the rudder, while that of the 190 is straight across, forward of the rudder's trailing edge. The engine cowl of the 190 is round and sits on top of the wing; the P47's is elliptical and extends below the wing.

✚ LUFTWAFFE ☉ ★ USAAF ☰



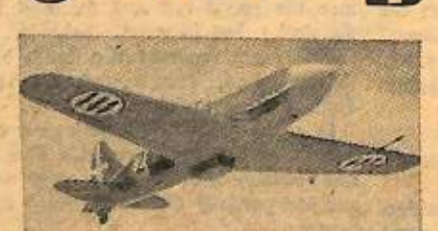
Type: low wing. Speed: 354 max. Ceiling: 36,000. Range: 560. Armament: 2 c., 2 m.g. Engine: liquid-cooled. Length: 28ft. 8in. Span: 32ft. 3 1/2 in.

The Messerschmitt 109E is similar in appearance to the Spitfire Mark 5B and the Mustang; all three have square wing tips. With the FW 190 and the Me 109F and G, it has carried the brunt of the German air fighting. As are all Messerschmitts, the 109E is easily identified from head-on because the tail planes are considerably higher than the wing, and the horizontal stabilizers are externally braced. Things to look for are the air scoops under either wing and under the engine.



The clipped-wing Spitfire—which is a version of last year's Spitfire Mk. V-B, is being used for low-altitude strafing by the RAF. It's basically similar to the Spitfire above, but has had its wing tips cut off for increased maneuverability at zero feet.

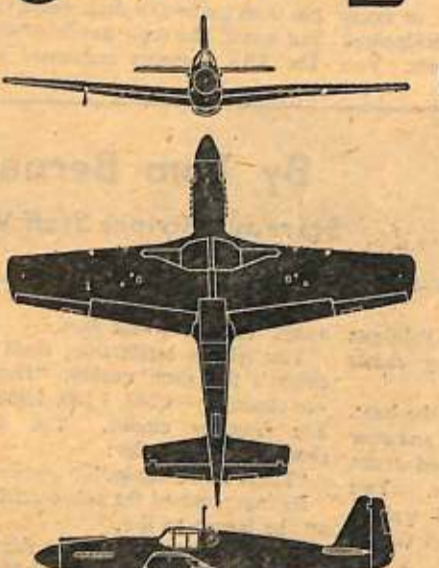
☰ ITALY ☰



Type: low wing. Speed: 330 max. Ceiling: 34,500 service. Range: 500. Armament: 2 m.g. Engine: liquid-cooled. Length: 27ft. 5in. Span: 35ft.

The Italian Macchi 202, like the Spitfire and the Messerschmitt, stems from a plane designed for the Schneider Trophy races. It can't compete with either; in fact it is one of the weakest fighting planes still in use, despite its clean, flowing lines, with the cockpit set far back and the cowl sweeping back into the high tail fin. The wing is set almost midway between the nose and tail planes. The air scoop is under the trailing edge of the wing.

★ USAAF ☰

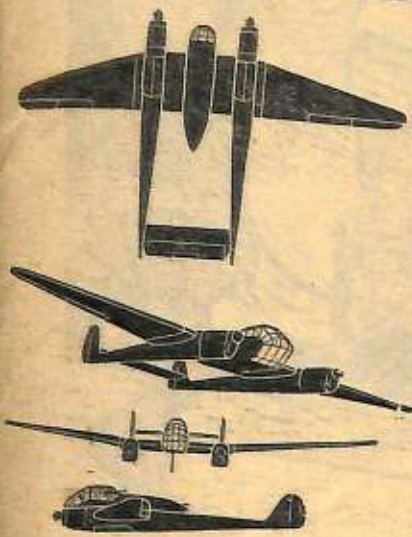


Type: low wing. Speed: 354 max. Ceiling: 33,600 service. Range: 800-900. Armament: 4 to 8 m.g. Engine: liquid-cooled. Length: 32ft. Span: 37ft.

The North American P51 or Mustang has been widely used by the RAF as a fighter, but is just going into service with the USAAF as a dive-bomber, known as the A36. Possibly confused with the clipped-wing Spitfire Mark 5B, or the square-winged Me109E, its identifying characteristics are the unbraced tail plane sitting lower than that of the 109; the single air scoop under the engine, and the high angular tail fin. The P51's tail wheel retracts, while the 109's does not.

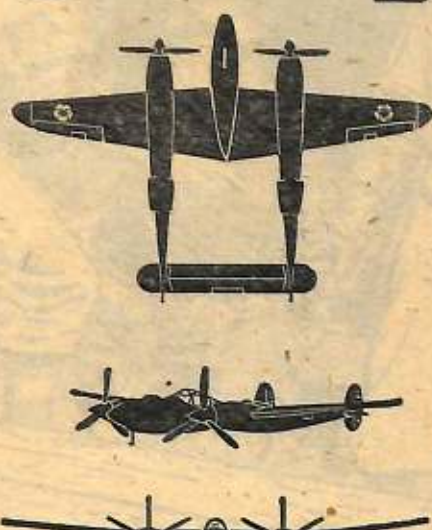
Digest of the War in the Air: Allied and Axis Fighters the Planes You'll See

✚ LUFTWAFFE ☐ ★ USAAF ☐ ✚ LUFTWAFFE ☐ ★ USAAF ☐ ☉ RAF ☐



Type: 3 seat, low wing. Speed: 222 max. Ceiling: 27,550 service. Range: 600 plus. Armament: 1 c., 6 m.g. Engines: 2 liquid-cooled. Length: 39ft. 4in. Span: 60ft. 4in.

Greatly similar to the P38, the Focke-Wulf 189 is probably the only twin-boomed enemy plane that will be seen by any Allied attacking force. The most obvious difference in its structure is the pilot's compartment, which in the P38 extends from the rear of the wing to well forward of the engine nacelles. In the 189 it extends behind the wing but does not reach to the front of the engines. The very slim engine nacelles of the 189 cause hardly any bulge in the booms which sweep back to the rather low tail fins. The fins do not extend below the tail plane as they do in the P38. The plane is enclosed by them, while that of the 38 reaches out beyond the boom. The 189 is an army cooperation reconnaissance craft and precedes the bombers. The 189 is a good observation plane, although slow by fighter standards. It probably will come over the lines ahead of artillery barrages or attacking panzers.



Type: midwing, twin-engine. Speed: 400 max. Ceiling: 32,000 service. Range: 1,000 max. Armament: 1 c., 4 m.g. Engines: 2 liquid-cooled. Length: 37ft. 10in. Span: 52ft.

The Lockheed Lightning P38 has proved a versatile plane, adding ground attacking and light bombing to fighting. Stripped down, and with a belly tank attached, it is also used for long-range reconnaissance. The only plane in common use that resembles it in appearance is the FW189. The P38's wing is roughly triangular with the pilot's compartment in the center, extending forward and in front of the engine nacelles. The 189 has a more conventional wing shape and the compartment extends farther to the rear than forward. The tail fins and tail plane of the P38 interlock, the fin extending above and below the plane, and the plane reaching past the booms. The tail fins of the 189 do not drop below the booms and enclose the plane. The engine nacelles of the P38 are larger than those of the 189 and the cockpit transparent only on the top.



Type: low wing. Speed: 371 max. Ceiling: 39,000 service. Range: 440. Armament: 1 c. and 2 m.g. Engine: liquid-cooled. Length: 29ft. 8in. Span: 32ft. 8 1/2 in.

The most obvious difference between the Messerschmitt 109E and the 109F and G is the rounded wing tip of the 109F. Other points of recognition are the retractable tail wheel, the large propeller hub and the lack of the air scoops under the wings. The purpose and use of this plane are the same as those of the 109E and performance is considerably better. It, the 109G—of which pictures are not yet available—and the FW190, form the Luftwaffe's first-line fighter strength.

✚ LUFTWAFFE ☐



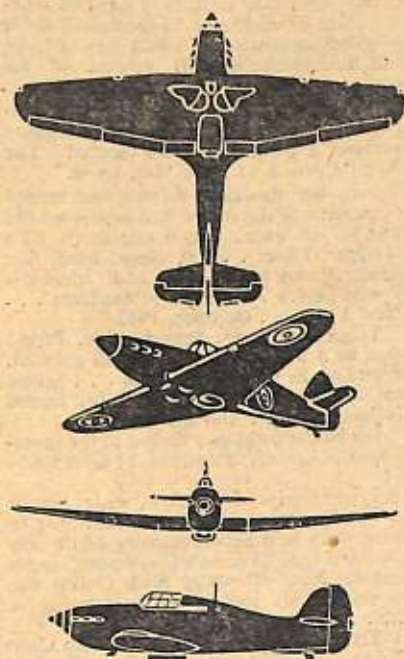
Type: low wing. Speed: 380-390 max. Ceiling: 37,500 service. Range: 650. Armament: 3 c., 2 m.g. Engine: liquid-cooled. Length: 26ft. 10in. Span: 39ft. 10in.

Experts agree that in the Heinkel 113, the Nazis have the closest thing to aerodynamic perfection; but for some reason it has never performed as it should. It is used mostly for night fighting. It has a long nose which from the side seems to droop. The center section of the wing is rectangular and the outer sections are tapered. The tail fin is tall and angular.



Type: low wing. Speed: 360 max. Ceiling: 32,000 service. Range: 800. Armament: 6 m.g. Engine: liquid-cooled. Length: 31ft. 8in. Span: 37ft. 3in.

The Curtiss P40F Warhawk is similar in some respects to both the Hawker Hurricane and the Me109F. The most obvious difference is the silhouette from the side; the Warhawk and the Hurricane are both deeper than the 109 and their cockpit cowlings rise higher above the fuselage. The Hurricane's top line seems to hump in the middle. The air scoops of the Warhawk and the Hurricane are directly under the engine; the 109 has three radiators, under the engine and each wing. All three planes can be used as fighter-bombers. Fuel tanks may be substituted for the bombs and the planes used for long-range escort work. The P40 was the subject of much controversy after its introduction. Some of the clamor was stilled when a Packard-built Rolls-Royce engine was substituted for the outmoded Allison. Even with the new power plant it can't compete with the FW190, the P47 or the Spitfire Mark 9. In various forms, however, it makes a fine fighter-bomber and was used to excellent advantage in Africa.



Type: low wing. Speed: 335 approx. Ceiling: 35,400 service. Range: (secret). Armament: 12 m.g. or 4 c. Engine: liquid-cooled. Length: 31ft. Span: 40ft.

The Hawker Hurricane, together with the Spitfire, is given credit for beating back the blitz. A side view of the Hurricane shows its most outstanding features: the humped back, caused by the high cowling of the cockpit, and the unusually large rounded tail fin. The air scoop is under the fuselage and the trailing edge of the wing. The wing has almost straight edges and blunt tips and sits well forward.

★ USNAF ☐



Type: low wing. Speed: 366 max. Ceiling: 40,000 service. Range: 1,700 max. Armament: 4 m.g. Engine: Air-cooled. Length: 31ft. 6in. Span: 40ft. 3 1/2 in.

The Vought Sikorsky Corsair, or F4U-1, is a cinch to spot from the front as it has an air-cooled engine, a wing with extreme anhedral-dihedral and a high tail plan. The two air scoops are in the downward angles of the wing. It is the new standard navy fighter. The cockpit cowling slides straight back to the tip of the fuselage, which extends beyond the high tail fin and wide tail planes. The wing has very slight sweepback on the leading edge and is rounded on the trailing edge. The Corsair has succeeded the Wildcat as the standard Navy fighter. Carrier-born, it is a natural to support any landings out of range of land-based fighters. If U.S. carriers are in action, look for it. Battle-seasoned in the Pacific theater, it has more than held its own against the best the Japs can produce.



Type: low wing. Speed: 400 plus. Ceiling: 32,300. Range: (secret). Armament: 4c. or 12m.g. Engine: liquid-cooled. Length: 32ft. Span: 42ft.

The Hawker Typhoon is one of the fastest, most heavily-armed of all Allied planes. Its fuselage sits almost flush on top of the thick-edged wing, while the big identifying air scoop hangs below. The tail plane sits above the level of the wing and the fin is quite high. From the side, the tail fin can be seen to project behind the planes. At sea level, the Typhoon probably can take on any airplane in the world.

It's the best thing Jerry has and he'll use it plenty, as a fighter or fighter-bomber. References, pointed out in the commentary.

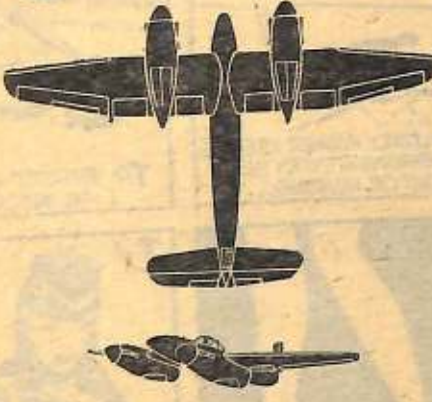
✚ LUFTWAFFE ☐

☉ RAF ☐



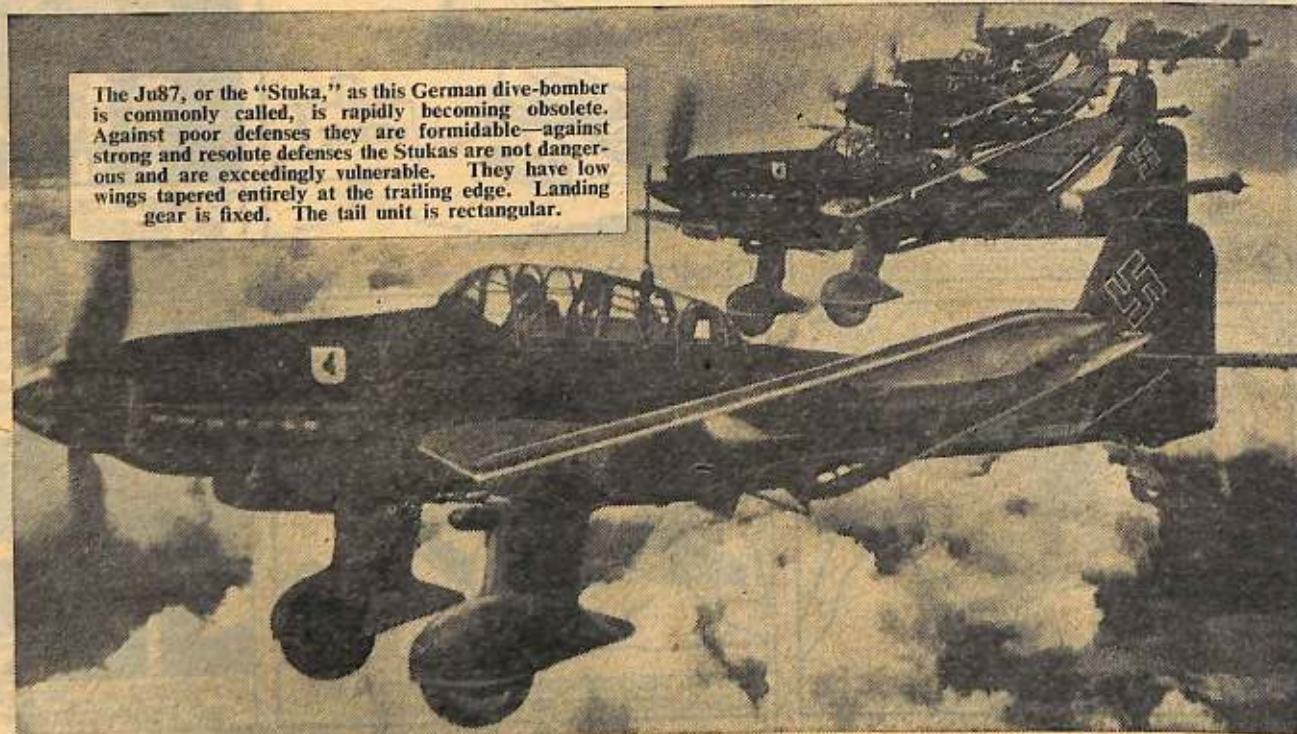
Type: two seat. Speed: 193 max. Ceiling: 23,000 service. Range: 670. Armament: 2 c., 2 m.g. Engine: air-cooled. Length: 38ft. 2 1/2 in. Span: 49ft. 2 1/2 in.

The Arado 196A is likely to be seen during any attempt at a landing out of range of land-based fighter planes. One of the few catapult planes with only one engine, it can be recognized by its barrel-like radial engine, high cockpit cowling, twin floats, blunt, almost rectangular wing and high tail fin. It is found frequently over the Bay of Biscay, but is too slow to be effective against anything but transports.



Type: low wing. Speed: 365 max. Ceiling: 30,800 service. Range: (secret). Armament: 4 c. or 12 m.g. Engine: Liquid-cooled. Length: 32ft. Span: 45ft.

The RAF's Westland Whirlwind is one of the easiest of all planes to identify from almost any angle because of its extremely high tail plane which sits almost at the top of the tail fin, and the under-slung, big-nosed engines, which hang beneath the wing while the fuselage sits on top. A plane of considerable flexibility, it is most commonly used in the ETO for fighter-bomber attacks on shipping and daylight targets in occupied territory. In addition, its armament makes it a good destroyer of bombers, a formidable interceptor.



The Ju87, or the "Stuka," as this German dive-bomber is commonly called, is rapidly becoming obsolete. Against poor defenses they are formidable—against strong and resolute defenses the Stukas are not dangerous and are exceedingly vulnerable. They have low wings tapered entirely at the trailing edge. Landing gear is fixed. The tail unit is rectangular.

Next Week

The airplanes reproduced on these pages today are the first of three groups which will include practically every plane a soldier in battle is likely to see.

Today, the fighters, fighter-bombers and some observation planes—all aircraft likely to be seen in a battle's early stages or in a landing from the sea—are discussed.

Next week the ground attack, observation and light and medium bombing planes which are used in battle as long-range artillery will be surveyed.

A Short Story Complete on This Page

It was a big day for "Trigger" Lane and he wanted to justify the cheers, but destiny takes a hand in the play

By PAUL FIELD

"TRIGGER" LANE glowed inwardly—and not entirely from the searing left field sun. The major's voice—warm, stentorian as it had poured from the loud-speakers—still echoed in his ears:

"A great sportsman . . . a grand ball-player. Sixteen years in the major leagues without a blemish on his record! The Army's proud to have you, Lane."

Sixty-five thousand throats had roared agreement as the major had presented the watch—the watch they'd engraved: "To 'Trigger' Lane. . . A clean, hard, fair fighter, from his friends and admirers, World Series . . . Panther Stadium . . . New York . . . October, 1942."

Trigger felt good. Proud inside. Proud that he'd waived deferment and enlisted. Proud of the way the fans felt . . . proud of that watch . . . proud of his record in baseball . . . and his team.

His blue-grey glance flicked to the scoreboard in center. Panthers 2; Green Sox 0!

Trigger grinned—a slow, wide, honest grin, white against his ruddy tan. For 16 long years he'd been dreaming of the day he could tack "World's Champion" to his name. Now—the way Nick Cullen was pitching—this looked as if it might be it.

There was only one rub—down deep Trigger couldn't help wishing the Sox would begin to hit. Not enough to spoil that 2-0 shutout Nick was hanging up. Nothing like that. Just enough to lend a little "zip" . . . a little action and suspense to the game. A long-hit fly ball now and again.

Trigger tried to shake the feeling, but—what the hell! This WAS his last game, wasn't it? His day, too—"Trigger Lane Day" as well as the last and deciding game of the Series. And so far—Trigger

sighed—he hadn't even tossed a ball back into the infield.

A deep-bellied roar from the crowd snapped him out of it. Connors, the Sox lead-off, rifled a ball to Suggs. The short-stop bobbled. Connors, carving dirt, slid safely into first. Pierson, next up, walked. Two on, two down as MacManus, the Sox heavy artillery, swaggered to the plate.

Trigger started moving with the crack of the bat. Back . . . back . . . back . . . That ball was hit! Fast and high and big it came—a white, spinning moon hurtling down from a cloudless heaven. Now!

Trigger leaped. The ball plunked into his glove as he fell backward over the waist-high railing of the bleachers. Suddenly, sprawling in the aisle, Trigger groaned as he felt the ball trickle from his fingers. But only for a moment! A hand touched his glove . . . a fat, sun-burned face leered down and a sly, knowing eye winked slowly. "Your day, 'Trig' . . . Why spoil it?" a voice whispered. "Mebbe you can do as much for me some day."

Trigger's fingers deadened as they curled around the ball.

A sea of cheers filtered through his daze as he walked back to the dugout. Suggs hugged him, openly and unashamedly, and the crowd applauded.

Nick Cullen pumped his arm and said: "Thanks pal." Cobby, the coach, saluted and Devlin, the manager, blew a kiss. The Panthers were laughing, shouting, dancing brief ecstatic steps. Behind him, over the dugout, Trigger heard the milk-and-honey baritone of the radio announcer, now tremolo with excitement: ". . . wish you could have seen that play, folks. Trigger went four feet into the air, fell over the railing, but came up with the ball! And so the score still



AN ICY SILENCE and averted eyes greeted "Trigger" as he ducked under the overhang of the dugout. Benny Frey came up, his face tense, fist raised belligerently: "You cheap, grandstanding punk," he grated. "I oughta . . ."

stands Panthers two, Green Sox nothing instead of Green Sox three, Panthers, two . . . Trigger Lane sure is going out today in one big blaze of glory!"

Blaze of glory! Trigger winced. He felt cheap—sick and hollow and cold inside.

The bleachers gave him a big hand as he resumed his position. But Trigger couldn't face them. He felt the sly, knowing eyes burning into his back as he squinted toward the distant plate and he wondered whether the fat man had chipped in for that watch. "A clean,

hard, fair fighter!" Trigger Lane swallowed hard.

The eighth now. Suddenly, Logan, the Sox first sacker lifted a Texas Leaguer over second. Benny Frey fielded it. Nick walked Marquette. Trigger licked dry lips. Selfridge, always dangerous, was walking to the plate.

Once again, Trigger ran with the crack of the bat. Frey started, too. It was Benny's ball by a mile but Trigger ignored the center fielder's shouted warning and kept on coming.

His legs were pumping fast as the ball

sank firmly into his glove. Fast—before they stumbled. The ball dropped to the turf, Trigger's toe caught it, sent it poling toward the fence. Frey retrieved it, finally, shot it back but too late. Over them Trigger heard the metallic clank of the scoreboard as a big, fat "3" slid into place for the Sox.

The crowd boomed as Trigger came in. A vast, icy silence and averted eyes greeted him as he ducked under the overhang of the dugout. Benny Frey came up. "You cheap, grandstanding punk!" he grated. "I oughta—"

Last half of the ninth . . . and the Panthers' last chance now.

The deathlike pall of silence exploded into bedlam as Benny Frey singled. Pulaski smacked a "groover" for a double. Frey was held up at third.

Trigger's jaw set as Dugan worked the count to three and two. High above him in the press booth—a thin, clattering island of sound in that ocean of stillness—he could hear the telegraph keys work.

Dugan wound up. Trigger dug in. The money pitch zipped in fast and letter-high. Trigger swung viciously. The ball streaked over Dugan's head. Frey and Pulaski scored . . . Panthers, 4, and the Green Sox, 3!

Trigger grinned as he fought his way through the moiling crowd to the dugout. He was thinking of a watch—a wafer-thin, expensive watch and wondering again if the oily, fat guy had chipped in for it. And if he had, whether the fat man would ever understand why Trigger Lane had hogged and dropped and booted a ball he could have caught in his hip pocket!

"A clean, hard, fair fighter. . . ." Trigger glowed. He felt warm and proud and good again—inside.

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How to Unravel Some Global Tongue-Twisters

Italy—Sicily

With the Allied landings last week these Italian cities may be in the headlines for some days to come. Following is the accepted Italian version of place

- Reggio: RED-jo
- Messina: Mes-SEE-na
- Catania: Ka-TA-ne-a
- Trapani: TRA-pa-ne
- Palermo: Pa-LER-mo
- Ragusa: Ra-GOO-za
- Syracuse: Se-ra-KOO-za
- Gela: Je-LA

France

Targets of the Allied Air Forces are many of these French cities. Possibly on invasion day American troops will be battling near or in these places. Natives will understand

- Bordeaux: Bawr-dough
- Lorient: Lawr-ce-awn
- Havre: Hahv
- Boulogne: Boo-lawn-yeh
- Calais: Cal-LAY
- Rennes: Rehn
- Rouen: Roo-aw-HN
- Toulon: Too-lawhn
- Lille: Leel
- Amiens: A-mee-ehn

Russia

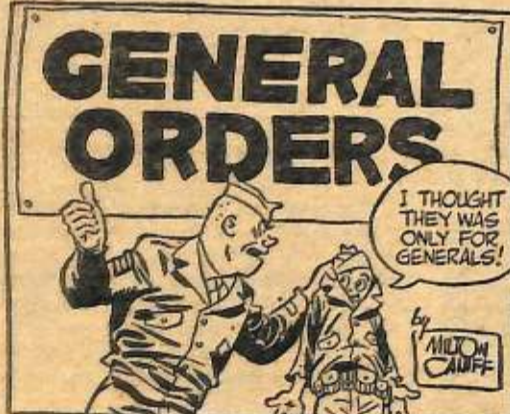
The Russian front is bringing the newest and toughest tongue-twisters. Reduced to syllables, the English equivalents as follows would be recog-

- Kharkov: HAR-kov
- Rzhev: Rzz-JEV
- Smolensk: Smoh-LENSK
- Byelgorod: Bee-yel-go-rode
- Kursk: KOO-rsk
- Munda: Mun-DAH
- Orel: Ar-YOL
- Bryansk: BREE-ah-nsk
- Vyasma: Vee-AHZ-ma
- Novorossisk: No-vo-ro-SEESK

South Seas

There are Dutch, French, Portuguese, English and native pronunciations of all the following places in the embattled South Sea areas. The following are those which are commonly accepted:

- Lae: Lay-e
- Salamaua: Sah-lah-MAH-oo-ah
- Rabaul: Rah-BAH-ool
- Truk: Truck
- Munda: Mun-DAH
- Kolombangara: Kolom-ban-GARA
- Bougainville: Boo-gan-VEE-yeh
- Choiseul: Shwa-ZUL
- Kavieng: KAV-feng
- Mandang:



Freddie Fitzsimmons Named Manager of Phillies

ULSTER ROUNDUP

Agitators Show Strong Nine in N. Ireland Play

Second Round Title Seen Lying Between 3 Squads

By Sheamus McWhite

STATS AND STRIPES STAFF WRITER
BELFAST, July 28—Those mean, mean Blues, headed as usual by "Deacon" Behnen, East St. Louis, Ill., right-hander, went up to Londonderry to meet another well-known set of meannies—USNOB. Result this time, Blues 6, USNOB 1. The Navy pitched their star Marine, Sgt. Harry Barney, of Selfridge Field, Mich. It was, for Behnen something of a comeback from one of those slumps that happen in the life of a baseball pitcher, a chorus girl, or anybody else, including this correspondent.

Speaking of slumps, the resignation of Musso was duly celebrated in Belfast Sunday night, but with particular Irish flavor. People swarmed out into Dublin road; soldiers, sailors and airmen of all nations joined in snake dancing and general jubilation that led several times around Donegal Square and almost to the American Red Cross.

Good Hurling in Loop

Getting back to baseball. "The Deacon" only struck out 11 men in his Navy game. He held a Northern Ireland record of 18 strikeouts in one game, but this week lost it to Sgt. Carl D. Smith, of Alexandria, La., star moundman for the Agitators. In a game with the Blues (Behnen on the bench) Smith fanned 19. All of which goes to show we're getting some pitching up here. The Blues, with Behnen and Stewart, have been having trouble with fielding, and this weakness may eventually cost them the second-round title.

The Agitators, managed by a canny lad named Joe Aycock—also from Alexandria, La.—continue to press forward with one of the best balanced teams in the league. It begins to look as though the second round championship—and a chance to go to London—will be a toss-up affair between the Blues, Agitators and Pelicans.

An interesting exhibition game is upcoming for Aug. 14, according to Capt. Ed Davis, District Public Relations officer. Arrangements are not complete, but it is believed the "Airmen," an Eighth Air Force outfit, will play the Blues at Ravenhill, for the benefit of the RAF Benevolent Fund. Price at the gate will be three shillings for grandstand tickets, two for the promenade and one for the field. A couple of bands and all the birds and beasts will be there to make a good old USA afternoon of baseball.

This being Northern Ireland, it probably will rain.

Bill Brech Annexes 14th As Flier MP's Club Hq., 10-4

EIGHTH AIR FORCE HQ., July 28—Sgt. Bill Brech, of Secaucus, N.J., who may hurl for the Air Force All-Stars when they meet the ground force nine at Wembley Stadium Aug. 7, added number 14 to his string of victories when he pitched the Eighth Air Force MP's to a 10-4 victory over Headquarters Squadron here Tuesday.

The MP's were on the little end of a 4-3 score until the final frame when they rallied to score six runs. Brech's signal caller was Pfc Ed Gatlin, of Hammond, La. Charged with the loss was Sgt. George Trocheck, of Claretton, Pa., who was relieved in the ninth by Cpl. Jenkins, of Highpoint, N.C. Catching was Texan T/Sgt. Jack Smith.

Help Wanted —AND GIVEN

Write your question or problem to Help Wanted, Stars and Stripes, Printing House Sq., London. EC4.

Bargain Hunters

THERE will be an auction sale for the benefit of the Red Cross and St. John Fund at the Town Hall, Lewes, Sussex, July 28-29, 11.30 AM. Items include a violin by Paul Bailey, silver-mounted violin bow by Tubbs, U.S. officer's dress sword, old lace, shawls, scarves, etc.

Personal

WOOSTER, Ohio, servicemen are invited to attend an organization meeting of that community's representatives here at 8 PM Aug. 7 at the Washington Club, London.

Getting Serious

By Pap



Ifft Bolsters Ground Force's Hurling Staff for Wembley Tilt

By Ray Lee

ALTHOUGH the ground force All-Star professionals, who tangle with the Eighth Air Force nine at Wembley Field, London, on Aug. 7, have lost the services of Hurler Lt. Chuck Eisenmann, of Superior, Wis., who is recovering from an appendectomy, the foot sloggers will have no lack of mound talent.

Stepping right into Eisenmann's slot will be Lt. Ralph Ifft, of Zelenople, Pa., a right-hander who was the property of the St. Louis Browns before he switched to Uncle Sam's roster.

Although Ifft has not won any laurels for himself as yet in the ETO, he will need only a warm-up to be in top shape. He keeps in trim by working out in the SBS loop, where, though not a player, he is handling that section's baseball in his official capacity as a Special Service officer.

Novick Caught for Shreveport
One of the best signal callers in the ground force today is Cpl. Walter Novick, of East Walpole, Mass., who, though he didn't reach the big leagues in his baseball career, backstopped for Shreveport of the Texas League.

The ground force's strong point will be their infield. Sgt. Red Shapiro, New York manager of the squad, can choose from several infielders, all of whom have played AA ball or better. His mainstay will be Sgt. Pete Pavich, shortstop from South Amboy, N.J., who was the property of the New York Giants. Pavich is batting well over .300 for the CBS Clowns.

Another 300 hitter is Sgt. Bobby Korisher, of Scranton, Pa., who will be holding down the keystone position, and who was an infielder for his home town in the Eastern League. Working with these two may be Cpl. George Burns, Sylacauga, Ala., who is holding down the initial sack for the Clowns.

Flying Too High, Says Red
"Those Air Force bums are flying a little too high," says Red. "We'll bring them down and take some of that cockiness out of them."

Shapiro will have his boys out for practice next week, at which time the lineup will be chosen, and he states, "No man has a cinch. All these guys will have to prove themselves and hustle for the job."

Other pros who will be in there scrapping are: S/Sgt. Louis Thuman, Baltimore, pitcher; Pfc Norman Russell, Grampian, Pa., pitcher; Pfc Harold Fouts, Camden, Mich., catcher; Pvt. William Dwyer, Long Island, N.Y., 2nd base; Sgt. Maurice Jacobs, Baltimore, 3rd base; Cpl. J. W. Hemperly, Lancaster, Pa., 3rd base; Pvt. Joseph Multa, Pittsburgh, outfield; Cpl. Albert Brusko, Youngstown, Ohio, outfield; Pfc Lou Kelly, Stoughton, Mass., outfield; Pvt. Raymond Coyle, Zanesville, Ohio, outfield; Pvt. Henry Smith, San Diego, Cal., outfield; Cpl. Richard Catalano, outfield; and Cpl. William Plankey, Russell, Mass., outfield. Eisenmann will be the Ground Force's first base coach.

Bay Meadows Gets 55-Day Meet

SAN FRANCISCO, July 28—Bay Meadows, the only major track operating in California since Pearl Harbor, has been granted a 55-day meeting starting Oct. 2. The track is located 15 miles south of San Francisco.

61 Grid Candidates Report at Notre Dame

SOUTH BEND, Ind., July 28—Sixty-one grid hopefuls answered Notre Dame Coach Frank Leahy's call for candidates, 12 of whom are preparing for Navy commissions under the government's V plan. Leahy directed a special message to the V men, pointing out that Notre Dame is much more anxious that the government get its money's worth than developing a winning football team.

Cards Set Down Phillies, 6-2, 5-2

Idle Dodgers Now 9 1/2 Games Off Pace; Yanks Win

NEW YORK, July 28—The St. Louis Cardinals ran their winning streak to 11 straight at Sportsman's Park yesterday, taking two games from the Phillies, 6-2 and 5-2.

Murry Dickson pitched the opener, taking his fifth victory while he allowed five hits. The Cards got ten raps off Al Gerheuser, who dropped his eighth contest of the season. Howie Krist scattered nine hits in the nightcap as he annexed his eighth triumph. Leading, 3-2, in the seventh, the Redbirds sewed up the second game on Stan Musial's sixth homer of the year with one man aboard. Dick Conger was the victim of the Cards' 15-hit attack, dropping his fourth.

As the Dodgers were idle, the Redbirds' double victory increased their lead over the Brooks to nine and a half games.

A three-run rally in the eighth inning by the Boston Braves chased Bucky Walters and beat the Reds at Cincinnati, 6-2. Jim Tobin, pitching for Boston, won his seventh victory and helped his own cause by singling home two runs in the big inning. It was loss number 12 for Walters.

Giant Streak Stopped

The New York Giants' fine winning streak of one straight was snapped by the Pittsburgh Pirates at Forbes Field as the Bucs won, 8-6, with the help of three homers that accounted for six runs. Maurice Van Robays, Tommy O'Brien and Bob Elliott hit for the circuit. Johnny Gee, finishing his first game of the season, was credited with his third victory and Ken Chase, who lasted five innings, was the loser, his ninth setback.

Over on the American League side of the fence, the Yankees set down the Cleveland Indians, 4-3, in the 13th inning at the Yankee Stadium. Joe Gordon and Bill Johnson walked in the 13th, but Hank Borowy forced Gordon at second. Bill Dickey came up to hit for Shortstop Frankie Crosetti and smacked one over Lou Boudreau's head at second. Ray Mack, backing up Boudreau, literally kicked the ball into left field and Johnson scored the winning marker. Borowy chalked up number six while Alie Reynolds was charged with his sixth defeat.

Browns Come From Behind

The St. Louis Browns rose up in the last two innings of their game with the Athletics at Shibe Park, scoring seven runs and taking the ball game, 8-4. Denny Galehouse, starting for the Browns, gave the Mackmen four runs in the third inning, but afterwards he, Charlie Fuchs and George Caster held the A's runless. The Browns tied the score in the eighth, Frank Hayes hitting a double with the bags loaded, then tallied four more in the ninth, sparked by George McQuinn's double, also with the bases full. Caster was credited with his second victory while Everett Fagan, who relieved in the eighth, was stopped for number five.

Aided by one big inning and Gordon Maltzberger's skillful relief pitching, the White Sox edged the Washington Senators at Griffith Stadium last night, 6-5. The Sox gave Johnny Humphries a four-run lead, but he got involved when the Nats put across three runs in the sixth, Maltzberger coming in to stop them. In their half, the Sox had chased Dutch Leonard with a four-run rally. Humphries was credited with his eighth victory, Leonard charged with his tenth defeat.

Nitesticks Wallop Pill Rollers

WBS HQ., July 28—By walloping the Station Pill Rollers, 15-6, the MP Nitesticks increased their lead in the district baseball league at the expense of the idle — Port Ramblers. Pfc Mike Even, of Sioux Falls, S.D., was on the mound for the MP's.

Harris Ousted In Surprise Move by Cox

Veteran Hurler Assumes New Duties Immediately

CHICAGO, July 28—Fat Freddie Fitzsimmons, 42, veteran of 18 years as a pitcher in the National League, has replaced Bucky Harris as manager of the Philadelphia Phillies. He will assume his managerial duties tonight when the Phillies play the league-leading St. Louis Cardinals.

In a hotel here, Fitz told reporters that one of the conditions that he demanded of his new boss, Bill Cox, was that he shall take full charge of the club.

Coach Earl Whitehill, Harris' assistant, "would not be retained," he added.

The news came as a complete surprise to Harris, former "Boy Wonder" of the Washington Senators, who piloted the American Leaguers to the pennant in 1924—his first year as manager. When contacted in St. Louis, Harris said: "The news about Fitzsimmons is surprising and shocking. People have been calling me up all night, but I don't know anything about it."

Harris took over the managership of the Phillies early this year and the club started out fast. They hit a bad slump recently, however, losing 15 out of their last 20 games. They are now in seventh place.

Fitz got his big league start with the New York Giants in 1925, and was one of the team's mound mainstays for 12 years. He was traded to the Dodgers on June 11, 1937, in a straight player deal for Pitcher Tom Baker, long since forgotten in the minors.

Listed by the Dodgers this year as a player-coach, Fitz has won three games and lost four.



American League

Tuesday's Games			
New York 4, Cleveland 3 (13 innings)	St. Louis 8, Philadelphia 4	Chicago 6, Washington 5 (night game)	Other teams did not play.
W L Pct.	W L Pct.	W L Pct.	W L Pct.
New York 53 33 .616	Chicago 43 43 .500	Detroit 44 41 .518	St. Louis 41 44 .482
Washington 46 45 .505	Boston 41 46 .471	Cleveland 43 43 .500	Philadelphia 37 53 .411

Yesterday's Schedule
Chicago at Washington (night game)
St. Louis at Philadelphia (night game)
Detroit at Boston
Cleveland at New York

National League

Tuesday's Games			
St. Louis 6, Philadelphia 3 (first game)	St. Louis 5, Philadelphia 2 (second game)	Boston 6, Cincinnati 2	Pittsburgh 8, New York 6
W L Pct.	W L Pct.	W L Pct.	W L Pct.
St. Louis 59 28 .678	Chicago 41 47 .466	Brooklyn 52 40 .565	Boston 36 48 .429
Pittsburgh 49 39 .557	Philadelphia 39 53 .424	Cincinnati 45 44 .506	New York 34 56 .378

Yesterday's Schedule
Boston at Cincinnati
Brooklyn at Chicago
New York at Pittsburgh (night game)
Philadelphia at St. Louis

Leading Hitters

American League				
Wakefield, Detroit	G	AB	R	H
Curtright, Chicago	86	371	49	121
Arnold, Chicago	76	250	42	80
Stephens, St. Louis	77	289	43	90
Hockett, Cleveland	77	327	41	100

National League				
Musial, St. Louis	G	AB	R	H
Herman, Brooklyn	91	363	60	125
Harck, Chicago	93	348	47	115
Dahlgren, Philadelphia	88	339	47	106
Frey, Cincinnati	92	347	31	107

Home Run Hitters

American League—Stephens, St. Louis, 14;				
Keller, New York, and York, Detroit, 13.				
National League—Ott, New York, and Nicholson, Chicago, 14; DiMaggio, Pittsburgh, 12.				

Runs Batted In

American League—Eaton, New York, 63; Johnson, New York, 62; Stephens, St. Louis, 59.				
National League—Nicholson, Chicago, and Herman, Brooklyn, 65; Elliott, Pittsburgh, 61.				

Fighter Eagles Rout 47 Softballers, 6-0, 9-5

FIGHTER STATION, July 28—The Fighter Station Eagles strengthened their foothold on first place in the Fighter Wing softball playoff last night, nipping the Fighter Station 47s twice, 6-0 and 9-5.

The Eagles showed plenty of hitting power in the first game, collecting eight hits in supporting the two-hit performance of Pitcher T/Sgt. Ed Ginnity, of Manchester, N.H.

The 47s came back in the second game, scoring five runs in the first frame off the Eagles. Following the Fighters' first-inning rally, the Eagles scored two runs in the first inning, two in the third, two in the sixth and three in the seventh.

S/Sgt. James Sheldon, of Prescott, Ariz., and Pvt. Raynes Thomas, of Coffeyville, Kan., were the winners in the second game.



Forts Hammer Reich Again in Non-Stop Push

RAF Night Armada Hits Hamburg in Sixth Raid Within 72 Hours

(Continued from page 1)

sunk and another has heeled over sometime during the combined Allied assault, the photos showed.

Other submarine construction yards have been damaged, and acres of warehouses gutted.

The seemingly endless assault on Hamburg meanwhile brought from every organ of Nazi propaganda the cry of "Terror!"

Over German radio went: "Terror... terror... terror... pure, naked, bloody terror..."

Hamburg was having a Rotterdam of a time.

Just how bad a time was evident in the opposition that went up to meet the RAF's night attack.

A new type of flak which sent out subsidiary explosions after the principal blast was reported by air crews coming home from the greatest concentration of searchlights, ack-ack and night fighters they ever had met. German fighter planes flew straight through their own flak barrages to get at the big armada, crewmen said.

The offensive began last Friday evening, with minor forces of medium and light bombers striking at France. Saturday, the USAAF weighed in with its first lustrous blow, an 1,800-mile round trip to blast the U-boat base and repair shops at Trondheim, on Norway's northwestern coast, almost to the Arctic Circle. Another force raided the aluminum works at Heroya, near Oslo.

That night Hamburg was battered in the first of its six raids. The RAF heaped more than 2,500 tons of explosive on to the city and started the fires which have been fed and fanned by bomb after bomb for some 72 hours.

Sunday, possibly the largest force of Fortresses ever to take off from bases in Britain went back to Hamburg, while USAAF mediums were raiding near Ghent.

Sunday night the Mosquitoes went again to Hamburg, and big RAF forces hit Essen and Cologne.

Monday, in daylight, the Eighth Air Force heavies were out again, the fifth time since they came to the ETO that they had raided three days in a row. Their targets were Hamburg, once more, Hanover, Wilhelmshaven and Wessermunde.

The mediums, too, were out Monday, striking 24 times in the ETO with out loss.

Monday night the Mosquitoes went back to Hamburg, and the next day the heavies handed the job of keeping the Nazi sirens going to the RAF and USAAF mediums. They ranged up and down the Low Countries and France throughout Tuesday, with morning raids and dusk raids; and fighters of both forces were out with them as well as alone.

Through the course of Tuesday's fighting, which included the most successful sweeps scored in weeks over the Occupied Countries, RAF and USAAF fighters shot down 17 enemy planes. Two Allied fighter pilots lost their machines but were rescued.

Tuesday's medium attack was on the big Luftwaffe "drome" at Tricqueville, at the eastern fringe of the defense system surrounding Paris, and just as the Sunday and Monday raids, it was without loss.

Tuesday night, the RAF heavies went back out to start the fifth 24-hour period of non-stop bombing, which the Forts wound up in yesterday's daylight.

We'd Like to Do the Same

ORFORDVILLE, Wis., July 28—Subscribers to the Orfordville Weekly Journal must get along without the paper next week as the editor, Ward Stewart, announced he and his wife will be too busy with the corn crop.

Plumbers Buy Bonds

WASHINGTON, July 28—The United Association of Plumbers and Steamfitters of America, AFL affiliate, has pledged that by Labor Day its members will purchase \$15,000,000 worth of War Bonds.

American Forces Network

Operated by Radio Section, Special Service Section, SOS, ETO.

1402 kc. On Your Dial 1420 kc.
211.2m. 213.9m.

(All times listed are PM)

- Thursday, July 29
- 5:45—Spotlight on Andy Kirk's Orchestra.
- 6:00—News (BBC).
- 6:15—Personal Album—Shirley Ross sings "It Started All Over Again" and "Happy in Love"
- 6:30—GI Supper Club.
- 7:00—Sports—Latest baseball scores, presented by your Stars and Stripes radio reporter.
- 7:05—Kay Kyster and his Kollege of Musical Knowledge.
- 7:35—The Aldrich Family.
- 8:00—News From Home—Cross-section of America's headlines, as presented by your Stars and Stripes radio reporter.
- 8:10—The Fred Waring Program.
- 8:25—President Roosevelt's Speech (reel-ling)
- 9:00—News (BBC).
- 9:10—Moods in Music.
- 9:25—Mail Call.
- 9:55—Weekend Leave—Tips on where to go and what to do during your weekend.
- 10:00—Final Edition—Latest world, ETO and sports news, presented by your Stars and Stripes radio reporters.
- 10:10—Dijk Jergen's Orchestra.
- 10:30—Sign off until 5:45 PM Friday, July 30.

The 'Big Stuff' That's Been Shelling Munda



An American artillery crew whips a giant 155mm. cannon into position on tropical Rendova Island—seven miles across the narrow straits from Munda—in preparation for one of the relentless bombardments of the Jap New Georgia headquarters.

Yanks Advance In New Georgia

Village Taken in Push To Capture Vital Jap Airfield

ALLIED HQ, Southwest Pacific, July 28—American troops cut their way through thick jungle on New Georgia yesterday, capturing a small village in their all-out offensive against the Jap defenders of Munda.

Supporting dive-bombers and artillery blasted the isolated garrison with 35 tons of high explosives, while artillery added to the devastating bombardment.

Main Jap points of resistance were at Munda Point and Gurabi, where well-protected concrete forts made the advance difficult. However, light U.S. tanks broke through in some spots.

Latest air attacks on Japanese positions in the arc north of Australia were on Salamaua, New Guinea, where 123 tons of bombs were dropped; and on Gasmata, New Britain.

Awards - - -

(Continued from page 1)

waist gunner Sgt. John E. Breen, of Chicago, every man in the crew of the Fortress "Old Bill" now has received the Silver Star for his part in a battle with German fighters during a daylight raid on northwest Germany, May 15. Breen was cited for sticking to his guns and for giving invaluable aid to his crewmates, seven of whom were wounded and one killed during the fight.

T/Sgt. Timothy Riordan, of Roxbury, Mass., was seriously wounded during a raid on April 4 but, the citation said, with "utter disregard for his own personal safety he bravely and skillfully continued to fire his guns until the last enemy plane had been driven off." During the action he shot down one plane.

The rescue of a member of the crew who was hanging from the plane by his parachute harness which caught as he attempted to bail out, won the Star for S/Sgt. Kenneth W. Gorsuch, of Santa Fe, N.M., who was lowered through the escape hatch to tie a rope around his crewmate's body to pull him back into the plane.

Sgt. Clair E. Dickinson, of Bloomingburg, N.Y., was decorated for sticking to his guns during a June 13 raid on Germany although he was wounded, while T/Sgt. James A. Watson, top-turret gunner from Houlton, Me., received the award for fighting off enemy fighters and making repairs on his plane during a raid on June 25.

S/Sgt. Joseph S. Klasnick, Pittsburgh waist gunner, kept at his guns during a raid on June 25 although he was seriously wounded and drove off enemy fighters attacking the damaged plane.

Flak Destroys Turret After Gunner Leaves

A USAAF BOMBER STATION, England, July 28 (UP)—Sgt. William L. Brunson, of Idabel, Okl., ball-turret gunner, while on a bombing raid, reached up into the fuselage to replace his frozen oxygen mask. He forgot to lock the ball-turret door.

The wind tore off the door and Brunson, wearing neither safety belt or parachute, saved himself from being pitched headlong into space by catching hold of his gun.

A few seconds after he pulled himself up into the radio compartment, flak wrecked the ball turret.

Derry Marines Get New Chief

By George Ames

Stars and Stripes Navy Writer
LONDONDERRY, July 28—Col. Shaler Ladd, of Los Cruces, N.M., and Chevy Chase, Md., has arrived here to relieve Col. Lucian W. Burnham, of Needham, Mass., as commanding officer of the Marine barracks.

Col. Ladd made his first appearance this afternoon at a formal review of Marines stationed here. The review, the first formal one ever held by the Marine detachment, was staged in honor of Col. Burnham at Clooney Park.

Maj. John M. Bathum, who has been transferred to new duty in the United States, acted as battalion commander for the ceremony.

Capt. James A. Logan, USN, base commandant, presented a new "Londonderry Marine Detachment" flag to Col. Burnham, who in turn presented it to a Marine color guard consisting of Sgt. Edgar Hassell, Ortonville, Minn.; Cpl. Jack Rogers, Grand Rapids, Mich.; Cpl. Raymond Crowe, Baltimore, and Pfc William Strong, Detroit.

Col. Ladd, veteran marine corps officer, holds the Purple Heart and has seen sea and foreign service. His last duty was at Marine Corps headquarters, Washington.

Former ETO Commander Given Posthumous Award

WASHINGTON, July 28—An Oak Leaf Cluster to the Distinguished Service Medal has been awarded posthumously to Lt. Gen. Frank M. Andrews, ETO commander, who was killed in an Iceland plane crash, the War Department announced today. Brig. Gen. Charles H. Barth, Gen. Andrews' chief of staff, who was killed at the same time, was awarded the Distinguished Service Medal.

Gifts to Government

WASHINGTON, July 28—Cash gifts to the government since Pearl Harbor amount to more than \$4,000,000. Donors include a Venezuelan who sends \$450 per month, a Cuban and a Mexican.

Menjou Visits Service Clubs

Actor Signs Dollar Bills, Pound Notes Between USO Shows

Adolphe Menjou had his portrait sketched yesterday and gave soldiers his autograph when he visited the Washington club, Curzon St., London, W.1.

On his brief London visit, between performances at Army camps of the USO-Camp Show, "Hollywood Time," the screen actor made an informal tour of several American Red Cross clubs. He autographed V-Mail blanks, dollar bills, postcards, a map of London, books and pound notes. Miriam Jordan, assistant director of entertainment for London Red Cross clubs, accompanied Menjou on his visits.

Pvt. Charles Bova, of Cleveland, and T/5 Albert J. Bosch, were among the first to get the actor's autograph.

Swindon
SWINDON, July 28—Program for the week at the Red Cross club here:
Thursday—Movies, 8 PM.
Friday—Dance, 8-11 PM.
Sunday—Tea dance and concert, 3-6 PM.

Shrewsbury
SHREWSBURY, July 28—Program for the week at the Red Cross club here:
Thursday—Monte Carlo night, 8-11 PM.
Friday—German conversation class, 7:30 PM; sightseeing tour, 7:30 PM.
Saturday—Dance, 8-11 PM.
Sunday—Open house, 5-10 PM.
Monday—String ensemble meeting, 7:30 PM.
Tuesday—French conversation class, 7:30 PM.
Wednesday—Dancing class, 7:30-8:30 PM.

Newbury
NEWBURY, July 28—The Red Cross club here will hold its first dance and open house in its new quarters tomorrow night. Guests of honor will be the club volunteers. An American swing band will play.

Sicily - - - -

(Continued from page 1)

of Italians actually continued as combat troops.

The Germans are reported to have continued small counter-attacks along the Sicilian front, trying like an agile prize fighter to keep a heavier and stronger foe off his balance. Until a crucial breakthrough is made by the Allies, it is expected that the German force, estimated at 50,000 or more men, will fight with their traditional ferocity, despite the crack in Italian morale and the uncertainty of the position of the Italian government.

Observers all agreed that the Allies have prepared a knockout punch for a vital spot. British, American and Canadian land forces in Sicily are superior numerically and better equipped. The Allied air force is almost unchallenged.

Allied warships dominate almost all the coastal waters of the island.

Flying Fortresses spearheaded the Allied offensive in southern Italy and Sicily, bombing Capua airfield north of Naples for the first time. They destroyed three of 15 to 20 enemy interceptors.

America Lends United Nations Merchant Ships

250% Increase Since War Makes U.S. Fleet World's Largest

WASHINGTON, July 28 (AP)—The United States, whose merchant fleet has grown to the world's largest by a 250 per cent gain since Pearl Harbor, has begun a share-the-ships program with its allies.

So far, agreements have been made for chartering ships to Great Britain, Norway, Holland and Greece, and the door is open for other United Nations to come in for their share.

Rear Adm. Emory S. Land, head of the War Shipping Administration, gave no hint of the American merchant fleet's present size, but implied that it was far larger than Britain's. He said that Britain, as a result of shipping losses, had about 10,000 experienced seamen and licensed personnel available for the new ships.

American Ship Torpedoed

WASHINGTON, July 28 (AP)—The U.S. Navy reported yesterday that a medium-sized American merchant vessel was torpedoed and sunk by an enemy submarine off the east coast of South America in mid-July.

Curran to Come Overseas

NEW YORK, July 28—The National Maritime Union has voted to send its president, Joseph Curran, to Great Britain and Russia to "establish closer ties with British and Soviet trade unions as a means of reaching greater unity among working people of the United Nations."

Heat Wave Kills 11

OKLAHOMA CITY, July 28—Eight consecutive days of temperatures of more than 100 degrees have killed 11 persons in Oklahoma. Nearly 100 have been treated for sunstroke.

Symphony Orchestras to Tour

NEW YORK, July 28—Union musicians of the leading symphony orchestras, including the New York Philharmonic and the Boston Symphony, and their conductors, are to give concerts free of charge in the smaller American cities. James C. Petrillo, president of the American Federation of Musicians, announced.

Italy - - - -

(Continued from page 1)

in Milan, were described in reports reaching Berne. Anti-Fascists were said to have looted Fascist leaders' luxurious villas in the Lake Como area in search of large stores of butter, hams and olive oil believed hidden there.

Reports reaching the frontier called the Milan demonstrations "insurrection," with people verging on revolution. Mobs swept the streets shouting "liberty. We want peace." All workers are reported as having left their jobs.

There still was no direct word of Mussolini, variously reported in flight, under arrest, a political prisoner, a suicide. Swiss radio reported the general opinion in Italy was that Il Duce had flown to Spain after his downfall.

Dispatches from neutral Switzerland and Sweden said Germany was pouring troops through the Brenner Pass to take up positions along the Po River defense line in northern Italy. One report said some special troops had been flown in from Russia.

The troop movements appeared to confirm earlier reports that one of the reasons Mussolini fell was King Victor Emmanuel's refusal to accept Hitler's plan that the Italians should fight a rear-guard action north through Italy and give the Germans time to build up a strong defense line along the Po.

A notable absence of Allied propaganda marked Rome radio's resumption of its normal programs, coincident with the recurrent reports of diplomatic negotiation in the Vatican and elsewhere. Contrary to the station's policy under Mussolini, there were no insults directed at the U.S. and Britain.

FDR Rebukes OWI

WASHINGTON, July 28—President Roosevelt severely rebuked the Office of War Information today for referring to the King of Italy in shortwave broadcasts as "a moronic little king." In the same broadcasts, the OWI referred to Badoglio as a Fascist.

By Milton Caniff

Terry and the Pirates

