HILDE ANDRIE DE JONGH, young heroine of the Belgian Underground Movement, displayed outstanding gallantry and devotion to the Allied cause by helping many R.A.F. and Allied personnel to escape from enemy-occupied territory. In recognition of this she was awarded the George Medal at an investiture at Buckingham Palace on February 13, 1944. As an additional appreciation she was presented by the Under Secretary of State for Air with a clock from a R.A.F. Service. See story on page 72.
R.A.S.C. and R.E. Are Busy in Malaya

SMUGGLING and piracy along the Malaysian coast have caused the British after Japan's surrender in August 1945, little traffic. As a result, the Royal Army Service Corps (R.A.S.C.) and the Royal Engineers (R.E.) have been busy in the Port Swettenham area. The area has been almost cleared up.

R.A.S.C. vessel transits a customs leak [1] and draws water into the hold. [2] Before the Japanese took over the port, the crew held a jar of water in the hold up to the officer of the port. [3] By similar claims, thousands of vessels were claimed to have passed the country from Java, Sumatra and Borneo.

MALAYA'S ONLY COALFIELD, at Bao Arang, starts production again with Royal Engineers adapting open-pit methods. In the picture, Sarah, aged 10, and John, aged 12, are helping to load coal on the Worsk.
Australia's Heroic 'Gull Force'

By ROY MACARTNEY

Eight hundred Australians garrisoned the 72nd island of Ambon, in the Netherlands East Indies, in January 1942 when 2,000 Japanese aircraft massed in the area. The 72nd island is one of a group of smaller islands in the archipelago 1,000 miles east of Singapore. When the Japanese suddenly attacked, they found the Australians there, who fought with great bravery to hold the island. This battle is a story of the fighting spirit of the Australian soldier, who, with few supplies and little training, held out against overwhelming odds.

So confused were the Japanese that Singapore would be theirs if they did not act swiftly. For its fall before beginning to roll up the thin line of garrisons astride the direct approach to Singapore. On January 21, 1942, they landed 17,000 fresh troops, completely overrunning the small Australian garrison of 1,400 men holding Rambel. Next day the fall of Ambon was announced.

Three days before the enemy descended on Ambon, January 31, the Australian garrison knew they were coming. R.A.A.F. Lock-...
This is Monty's New Job

By Maj.-General Sir Charles Gwynn
K.C.B., D.S.O.

In some ways the problem of giving in a new-type army is simpler than it was in 1939. Then the new weapons produced in the war had all been designed to meet trench warfare conditions and were unsuitable for mobile operations. They suggested the need for a new type of tank to develop, but a long period of experiments and redesigning was necessary before weapons of more general utility could be produced. Premature retirement would have only resulted in costly replacement of obsolete types. Experiments were initiated to determine the rate of progress was made until financial assistance ended the question and made drastic rearrangement out of the question. The Government's assurance that no major war could occur without ten years' war and disarmament policy (including proposals that weapons should be limited to defensive purposes), did little to encourage invention and retrained the Army to police functions.

We have now learned our lesson and the War has certainly experimented in that direction. The majority of weapons now seem to have attained their optimum development, while the experience of providing new armies with suitable weapons. Moreover, there seems to be no reason why tank crews not required for the normal peacetime army should not, for a considerable period at least, be stored in reserve to meet the needs of peace-time expansion in case of war.

The problem of finding men to fill the vacancies in training and to make up for so much more difficult than that of armaments. Presumably the C.I.G.S. will remain responsible for advising as to the strength of the army we need for our own special commitments, and the military staff of U.N.O. may make supplementary claims. That we are bound to have a professional regular army voluntarily enlisted is universally admitted, but will improved conditions of pay and terms of service produce the number of recruits it will require? Improvement of conditions is long overdue, both in justice to the men and for the credit of the State as an employer; but unsatisfactorily long periods of foreign service and the fact that the Army cannot offer a life-long occupation, are probably the factors that limit the intake of recruits rather than the scale of pay.

Enlistment for short service at home (including some European stations) may attract additional recruits, but it tends to reduce the numbers willing to accept the longer engagement required to maintain a foreign service force. Although the Government has not yet decided to continue compulsory service indefinitely, if voluntary enlistment does not produce necessary numbers, it is to be hoped that some compulsion tutoring will be adopted to facilitate the rapid expansion of the Army in times of crisis.

In addition to recruiting problems it is certain that during Field-Marshal Montgomery's term of office the strength of foreign service garrisons and the location of our strategic reserves will be under constant review. Development in India may produce a new solution, and our War experience alone clearly indicates the necessity of re-examining our other commitments. The War at least has made it clear that air forces cannot replace land forces at once. It was argued might be possible; but, on the other hand, the new spirit of co-operation that exists between the U.N.O. and the Army may materially affect the latter.
German Mounts for British M.P.s in Austria
How We Beat the German Bid to Block Suez

By FRANCIS E. MCMURTRIE

A

the beginning of May 1941, the situation in the Eastern Mediterrane-

ian was decidedly critical. Fight-

ing for days until it reached the breaches from which it was executed by the Itasy, a British naval force was engaged in a desperate action south of Crete and landed in Crete. This was not

accomplished without losses. Lacking ade-

quately air cover, the crowded transports and shor

ports suffered severely from the attacks of the Luftwaffe, and a number of the British and Greek destroyers which had

taken a prominent part in the evacuation of troops were sunk.

It was evident that an attack upon Crete

would be the least in the way of a serious

game. It was most likely to take the form of a

cowardly sneeze, and, in fact, leaping

which would be difficult to repel.

With limited naval resources available, in the absence of anything approaching a strong air

defence. Reinforcements and munitions

would have to travel by the long route around

the Cape, up the East Coast of Africa and

through the Red Sea to Egypt. For their

rapid transport to the scene of action, free

passage through the Suez Canal was, obvi-

ously, indispensable.

These facts were quite well known to the

Germans, who were using their utmost

efforts to mass troops and aircraft for the

assault upon Crete. Though it was hoped to

effect a success, the fact remained

unconcealed that this could not be guaranteed.

The Allied invasion proved a costly failure, (see story by Commander Anthony Kinnaird in page 739, Vol. 4). Instead, the enemy had

attempted to fall back on the more

expensive method of an airborne descent by

specially trained troops.

In these circumstances, anything which

would interfere with the movement of men and materials through the Suez Canal would be of the greatest assistance to the

Germans. It might also have the further

advantage of reducing the concentration of

British naval forces off Crete.

To block the Canal would unquestionably

solve the problem of conquering the island.

To accomplish this purpose, it was decided to use a fresh type of mine which

crae were found a number of particles of

explosive which had not detonated, together

with some pieces of the mechanism. This one

was known as hezmun, which, as a rule was

never used by the Germans in minelays, only

in mines; this alone seemed to suggest that

it must be a specimen of the new

gun. One of the dangerous features of

hezmun is that it is ticklish stuff to handle.

Contact with the mine, even the slightest

touch, is enough to detonate it, which

produces a form of detonator. Unfortunately,

Commission at this time was no risk by picking up particles in his fingers

and putting them in the mine for the

purposes of examination; but fortunately it

prompted medical attention at hand and

saved him from serious consequences.

Together with one of his assistants (now

Lieutenant-Commander H. F. Waselden, O.N.S., B.Sc., R.N.V.R.), H.M.S. Vernon

Commander, he was put to work to examine the unexploded mine. To begin with, a heavy step was looked for beneath

the fuse, but when the latter had been

extracted there was nothing to be found under it. Not long previously a number of officers of the Vernon had lost these lives through

a device of this kind behind the rear door of a mine. Hearing this in mind, the investiga-

tors took care that the door was closed

very gently until a finger could be inserted.

Nothing at all suspicious being en-

countered, a torch was thrust into the interior, but still there appeared to be no signs of

any trip wire.

UPTAPPAI RAID In Force Rendered

Ineffective by Prompt Sweeping

It was at this stage that the investigators

were in the greatest danger. Quite unknown to anyone outside Germany, the enemy had

devised a new type of booby trap which

would have operated at this juncture. It

took the form of a photosensitive cell, so
designed as to blow up the mine immediately either daylight or an artificial light was

introduced into the interior. Presumably, it

failed to work owing to a small length of

wire, connecting the booby trap with the
detonator, having been broken by the shock

of the fall. Then the lives of two officers

from the Vernon had been lost.

To the Investigation Section of the Tor-

dozer and Mining Department at the Ad-

mitely these reports conveyed a good
deral. It was naturally assumed that any specimens of the new mine that might happen to

drop on land instead of in the water would be set

to explode on impact; and that if any failed to do so, "booby traps" would have been

provided in order to defeat attempts by our

experts to render the mine harmless before

dissecting it for investigation.

SPECIMEN of the New Weapon Found

And With Great Caution Examined

No specimens of the mine had been defi-
nitely identified up to the end of April 1941.

When a series of heavy air raids on the Clyde

and Mersey districts began, Commander F. A. W. Lincoln, R.N.V.R. (see this page, 48th)
of the Torpedo and Mining Department,

had been assigned the duty of seeking for an

intact mine, and proceeded with a group of

specialist officers to make a thorough search

in both areas. On May 16 he was successful in

discovering one in the hills overlooking

Dumbarton. It was at first reported by the

Army as an unexploded bomb, but closer

examination pointed to its being actually

one of the new mines.

Another of these missiles had exploded

about a quarter of a mile asea, and in the

Near

TOWARD the west, the body of the mine was by degrees rendered harmless.

It was then dispatched by the quickest

route to the Vernon torpedo school, to be

directed by the scientific minds of the Depart-

ment. The Department of Mine

Department was able to examine the inten-

sive study of the mechanism of the mine, which was found not exactly how every-

thing worked. After this it did not take

many hours to arrange an effective method

of sweeping the mine. As there was no

means of knowing where the mine would

be next encountered, or if as many or as

better ones might be found, this important

information was at once disseminated in every area of naval operations.

Now was it any too soon, for within twenty-

four hours the Luftwaffe made a raid in

force on the area between Port Said and

Suez, and dropped a large number of the

mines into the Canal itself. Great destruction

might well have been caused; and, in the

very least, traffic would have been held up

for days. But with the sweepers^ of the

mines, which had been done by naval officers and

scientists during the preceding few days, as it

was, the whole of the minefield was swept up in

the course of the following day, though the

Germans were not to know it. Had it not

been for this, it is improbable that Creta

would have been able to hold out for so long as it did; and British troops in its defence

would doubtless have been heavier, to any

thing but the all-precious element of time, as

so vital in war.
Men in Navy Blue Home from Far Eastern Service

BROAD SMILES are the order of the day when ships of the Royal Navy reach British waters. Home of the ship’s company of H.M.S. Furious 51, when the German Fleet was ignominiously forced to surrender at Plymouth yesterday, relatives and friends lined the deck of another ship to welcome her.

The Royal Navy's oldest destroyer, H.M.S. Swift (22) is seen at the landing stage when she arrived at Devonport after being in commission on the Eastern Front for nearly 20 years. The ship's company consisted of 1,000 men and women, including 40 women cooks.

The Royal Navy's oldest destroyer, H.M.S. Swift (22) is seen at the landing stage when she arrived at Devonport after being in commission on the Eastern Front for nearly 20 years. The ship's company consisted of 1,000 men and women, including 40 women cooks.

PAGE 711
British First-Aid to Recovery in Hongkong

Rehabilitation has been hindered by accidents, the bombing, and the typhoon. Anti-Malaria Units in Vengeance aircraft of the Fleet Air Arm (see dinner cartoon) and Z.B.T. fans support the King’s Park Orphanage, under the care of a R.A.F. Airfield Construction Unit; two of the younger ones for a walk (1). A pair of dentists are based in Stanley Park, where the British barber demonstrates just how close the hair must be cut (2).
For Your Tomorrow They Gave Their Today
Now It Can Be Told!

FALMOUTH WAS U.S. NAVY INVASION BASE

Training accommodation for more than 170 officers and 2,600 men of the United States Navy made Falmouth Sub-Command an important base for the D-Day assault. Loaded with personnel, vehicles and equipment, H.L.T.s sailed to join the D-Day armada, and an average of four M.T. ships a day ferried vital transport and supplies in the invasion build-up.

Falmouth was commissioned on Sept. 3, 1939, as H.M.S. Forte. The Imperial Hotel became H.M.S. Fortaleza. In December 1939 a Combined Control Base was opened. Defence Booms were laid in the harbour, St. Mawes Bay, Falmouth Bay and the Helford River, just being completed in May 1943. First test of Falmouth's improvisation came late one night in May 1940, when ships of the German Submarine Fleet arrived after escaping from Holland.

Hundreds of troops passed through Fal- mouth on their way to France in early June 1940. After Dunkirk, thousands of troops and refugees, brought over in 513 ships, were landed at St. Mawes and housed in cinemas and the Princess Pavilion. June also brought the first air raids against the Dockyard. In eight raids during the month one ship was sunk, two set on fire, and considerable damage was done to the Northern Arm of the Dockyard.

An Auxiliary Patrol was formed, consisting of yachts, trawlers, drifters and motor boats, guarding the harbour and the boom entrance until finally paid off in June 1945. Observation minelayers, a balloon barrage and anti-submarine fixed defences also protected the harbour, and in May 1941 a Coastal Force base was set up at Coastline Wharf. After D-Day, Coastal Force activity at Falmouth diminished, and in October 1944 the base closed down. Air raids and harbour mining activity caused several casualties during 1941.

The King and Queen visited Falmouth in May 1942, when it was decided that the port should be used as a Combined Operations Base. In July the following year it was decided that the United States Navy should take over the organisation. The first U.S. Navy men arrived after escaping from Holland.

THE NIGHT BEFORE THE NORMANDY D-DAY

Warned the Allied invasion fleet crossed in Normandy on the night of June 5/6, 1944, and to be ready for single attack by the Luftwaffe or by enemy E- or U-boats. When our parachute troops were dropped a few hours before the assault they landed with negligible casualties, though we had expected a 25 per cent loss. After our initial landings the enemy held back his main reserves for 18 to 48 hours, and enabled us to secure a firm foothold.

These were the chief results of the greatest hour in military history—a box carried almost entirely by 105 aircraft of the Royal Air Force, by 24 small ships of the Royal Navy, and by R.C.M. (Radio Counter Measure) men. The main story is told in page 673. In the planning of this operation the Combined Operations Order of Battle (C.O.O.B.) for the Normandy invasion was considered essential that the enemy should be made to believe that the assault would come not on the Normandy beaches but farther north in the Pas de Calais between Cap d'Antifer and Boulogne.

This was the task of R.C.M. The responsibility for carrying it out was vested in Bomber Command. But long before the operational planning could be commenced, much preliminary technical work had been carried out by the Technological Research Establishment. For two months before D-Day, and for the month following our landings, Bomber Command played a leading part in the hoovering of German coast defences and the "softening-up" process round the French coast.

The German night fighter force, based in northwest France, inevitably reacted strongly to these attacks by our bombers.

Well-Rehearsed Deception

The great chain of enemy radar stations round the French coast was always equally alert. In the conviction that our technical devices were so highly developed that we could confuse the enemy into mistaking a carefully-planned feint for the real thing, R.C.M. was ready with a complicated and well-rehearsed scheme of deception.

The scheme was in five parts, each with a separate aim and linked in one general plan. The five parts were under the code names Taxable, Glimmer, Mandrel, A.R.C. Patrol, and Titanic. Their aims were (1) to simulate diversionary attacks by air and sea away from the real assault area; (2) to provide cover for the genuine airborne landings; (3) to throw the German radar system into such a state of confusion that enemy reaction in our intentions would be delayed and greatly minimized. On the night of June 5/6 the five parts of the R.C.M. plan went simultaneously into operation, as follows:

In "Taxable," eighteen small ships of the Royal Navy steamed towards Cap d'Antifer at a speed of seven knots to suggest a landing on that part of the French coast. As enemy radar could quickly sum up the size of this force and dismiss it as not being a serious threat, one of the R.A.F.'s most experienced squadrons, No. 617—led by Group Capt. G. L. Cheshire, V.C., D.S.O., D.F.C.—flew in support. Every minute of the 35 hours of the operation, the aircraft of this squadron dropped twelve bundles of
**“Window”**—the thin metalized strips which produce false echoes on the enemy radar screen and so confuse their plotting.

Flying in box formation over an area 12 miles wide and eight miles deep, the aircraft had to fly in a continuous orbit gradually narrowing the French coast, to give the impression of a large fleet of ships in the area. The effect was heightened by releasing containers full of glowing balloons which would reproduce a “dazzle ship” type of echo on the enemy radar screen, and also by our aircraft jamming the German radar to prevent recognition of the “Window” deception.

Exactly the same deception was practised in a direction leading for Beaulieu. In this case (“Glimmer”) 16 ships were covered and 238 balloons, in two areas in the Channel—and south of Littlehampton and due south of Portland Bill—a company aircraft of 199 Squadron (“Mandrel”) maintained a jamming barrage which covered the enemy’s coastal radar frequencies, reduced his warning system, and screened our own aircraft.

**This flew at 18,000 feet at a constant distance of 50 miles from the enemy coast and with positional error of never more than five miles from ten fixed points in the Channel, and jammed the Hun radar for hours on end. In this task they were joined by four Fortresses of No. 83 Squadron of the U.S. Army Air Corps.**

In the area between Toulouse and Glimmer, 29 Lancasters flew for 41 hours in “A.B.C. Patrol” to lure the enemy night fighters away from the actual landing areas. They, too, added to the confusion on the enemy’s radar, and increased the number of ships jamming the coast. A secondary reason for this patrol was to keep up a steady dive bomber attack on the ports targets.

**Now It Can Be Told!**

The hope (speedily fulfilled) that the Germans would mistake it as top cover for the “Window” was realized by Glimmer.

While all this was going on, dummy air borne invaders (“Plastic”) were carried out at two points—one slightly east of Fiescamp, the other halfway down the Cherbourg Peninsula. Dummy parachute troops were dropped at both points—in addition, enough of the invisible strips of “Window” were dropped to give the harassed enemy radar operators the impression that this airborne invasion was twenty times larger than it was.

The actual invasion forces sailed on their appointed course without any interference by air or sea. Through R.C.M., the enemy appreciation of the main direction of our attack was completely wrong. In R.C.M. operations on the night before D-Day only three of the 105 aircraft taking part were lost.

**SECRET “WAR EFFORT” CHARTS ARE REVEALED**

A series of hitherto unpublished charts which were studied daily through nearly six years of war by the Chiefs of Staff Committee were published officially a few weeks ago. Commenting on the series, The Daily Telegraph pointed out that nearly 40 charts give many new figures illustrating Britain’s successes and shortcomings on land, at sea and in the air.

One shows that of 9,000 flying bombs launched between June 13, 1944, and March 30, 1945, fewer than 6,000 crossed the coast. There were 2,500 “incidents” inside the expense of the building, textile, clothing and distributive trades, in which the number of workers shrank from 6,000,000 to 3,000,000.

A graph resembling a skyscraper shows that the production in fighter aircraft, which in September 1939 was less than 900 a month, had at the beginning of the Battle of Britain risen to 430. In 1943 the average was 900. The production of war stores generally, taking the average index for production in 1940 as 100, rose steeply to a peak of 370 in February 1943, and March 1943, and remained at 240 in April 1945.

One of the most striking graphs is that showing the U-boat’s enormous toll of

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**FLYING BOMBS**—killed more than 6,000 people during the period June 13, 1944—March 30, 1945. Wherever possible, the number of people killed by flying bombs, is presented in the form.

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**THE ORDEAL BY ROCKET** is graphically shown in this page. Each column represents the number of V-2s dropped in a seven-day period. Right at the top show the number of V-2s dropped in England on September 8, 1944 (see text on page 275) and the greatest number, September 14 and 15, fell during the week ending Feb. 15, 1945.

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**London area and 3,500 outside. Anti-aircraft fire destroyed slightly over 2,000 of the 2,000,000 in each of the years 1939, 1940 and 1941, and had fallen to about 750,000 gross tons in 1944.**

In December, with America in the war one year, we could order the first substantial repair of damaged ships of all causes. Of these 1,250 were commissioned, nearly 800 U-boats were sunk by July 1945; 300 were scuttled and over 250 were under Allied control. The remainder were unaccounted for. In April 1944 the enemy’s scourge of oil in Europe became a priority target. In the absence of continued Allied bombing, output of oil might have recovered during April to 1,000,000 tons. Instead, by April 5, 1945, Axis oil output (in an estimated monthly rate of 10,000 to 150,000 tons.

Other graphs show that in 1943 Canada and America consumed more meat, poultry, game, fish and eggs than in pre-war years, while Britain had lost of everything except milk, potatoes, vegetables and grain.
1,000,000,000 May Face Starvation

THE ST. MGN. ERNEST BERNI speaking to the General Assembly of the U.N.O. on the food crisis facing the world in 1948.

A TATOSHIP of world-wide issuing, in which one thousand million people might be involved, was declared a distinct possibility within a few months by Mr. Ernest Bevin, British Foreign Secretary, in a report to the General Assembly of the U.N.O. at Wanstead Hall, London, on the 18th of September. Mr. Bevin, who is chairman of the United Nations Food and Agriculture Organization, said the resolution by the Big Five—Great Britain, America, U.S.S.R., China and France—to urge the United Nations to take drastic and immediate steps to conserve supplies and to step up the production of wheat for the coming season. He also appealed to all Governments to publish full information as to their own supplies of cereals and reveal steps they proposed to take to ensure maximum production.

The full gravity of the situation was summed up when Mr. Bevin revealed the figures of requirements and available supplies in regard to wheat. He stated that 17,500,000 tons would be required by the importing nations during the first six months of 1949, and that the total available or the expectable supplies was only 15,000,000 tons. The figures were the requirements of U.S. military aid. The deficit, he added, is 2,500,000 tons, a situation he said was alarming. In addition to the wheat, 1,000,000 tons of rice were needed, he said, as the situation in respect of wheat and rice had deteriorated.

He pleaded with each nation to make the handling of the crisis a major part of their policy, irrespective of political considerations “because civilization really depends on solving this food problem and because it means the beginning of reconstruction unless it is narrowed within four months.” Failure to make a collective effort—allowing the situation to run its course unchecked—“would result in certain famine and starvation in every area, but possibly even with our available supplies with proper distribution and organized effort we can avoid this.” Dealing with steps that could be taken, Mr. Bevin said that the United Nations food program could be made a reality in bringing help to those needing it,

BRITAIN is to increase her acreage of wheat to be sown this year, and anti-waste campaigns have been started. Where necessary the diet is to be modified to include less variety, as in Mr. Bevin’s words, “it was a question of survival, and the survival of the people throughout the world was a better thing than varied diet. It was better to have a consistent diet of the wrong sort than an inconsistent diet of the right sort.” He regarded the Resolution as a call to the Nations in the greatest common cause that ever faced them, and it would need the resources, ingenuity, ability and organization to ensure that the millions of human beings now living not only survive but contribute to the future happiness of mankind. Mr. Bevin, speaking for the United States, one of the greatest of the food-producing countries, pledged the full support of the U.S.A. to the Resolution. He said the United Nations could now turn their minds toward the food problem as a matter of practical assistance and the United States would do its best to help. He added that the support of the United States would stand or fall, he appealed for unanimous support, and the Resolution was carried by acclamation on February 12, 1948.
Made in Britain and Welcomed the World Over

Our Export Drive is gaining momentum with more war factories turning over to peacetime production. Rubber bus-water bottles, for long unavailable in this country without a doctor's prescription, are being made at a Northampton factory today. 4,000 cars a month. The car industry is booming; thousands of skilled workers are going to Australia. See also page 31.
Fleet Air Arm Officers on Loan to the R.A.F.

The survivals of many individual members of the F.A.A. loaned to the R.A.F. were magnificently successful. Co-operation was perfect and results more than justified the partnership. Engagements in the battle for the Luftwaffe’s B-44 (‘Flying fish’), some of whose history was given to Britain in 1940, are revealed in this article specially written for “The War Illustrated” by L. B. THOMPSON.

In the first R.A.F. aircraft to cross the German frontier in the War there was a naval officer, the observer. He was Commander Thompson, R.N., in that sortie, whose objective was the photographing of the German fleet on its way out of Wilhelmshaven, was a co-operation R.N. Type R.A.F. and Fleet Air Arm of which some phases are little known.

Many people will remember the phrase “Fleet Air Arm aircraft operating under R.A.F. control.” It is a phrase quite familiar, and usually continued to tell how the flight had been booked in at night at the Channel or off the enemy coast. Sometimes it was a mine-clearing job, or perhaps it was part of a communication from Cairo as the time when the Allocco were pin-pointing desert targets for the heavy night bombers.

A less familiar aspect is that of the individual naval officer who flew in a R.A.F. squadron as part and parcel of that entity. He was “on loan,” and he turned up on all sorts of odd R.A.F. missions. His bosses usually referred to him as the “blue job” or the “Flying fish,” and accepted him wholeheartedly into their generous companies.

There are not so many men entitled to wear the little emblem on the 1939-1945 Star ribbon which indicates membership of “the few.” With those who helped to save Britain in those days and the world in 1940 were some F.A.A. men. Alongside Squadron-Leader (now Group Captain) D. Bader, D.S.O. and bar, D.F.C. and bar, few such men as Sub-Lieutenant (A) R. E. Gardner, N., and Sub-Lieutenant (A) R. J. Corr, R.N. There were others who flew with the streams and the survivors of the Battle of Britain, and the loan of their share in that hour of glory.

Keeping Night-Long Vigil

With Britain saved from invasion, the slow building-up of the gigantic night-bombing force that was to eventually be to strike such homeward blows at the Reich. But in 1940-41, when listeners to the B.B.C. heard that “last night our bombers raided a marshalling yards at Ham as,” it usually meant a success of relatively minor aircraft being a night-long alert. At the controls of that lonely Hampden, or Wellington, was quite possibly a man in darker blue uniform than the rest of his crew. The shortage of trained pilots for Bomber Command had led also to drawing on the Navy’s reserves. As early as April 1940 the command indeed returned to fly again with the Fleet Air Arm.

Not all the jobs given to the “flying fish” were quite so directly German or so far removed from their normal naval work. There were several squadrons of the R.A.F. (A) J. Plant, R.N.V.R., who served in Air-Sea Rescue, and many Squadrons of the R.A.F. (A) and R.N., and others such as Sub-Lieutenant (A) “Kipper” Baring, R.N.V.R., who served in the Middle East included the dropping of wireless warning men behind enemy lines, into the Balkan mountains.

Throughout the great carrier mining campaign against the German, Bomber Command had a fairly constant flow of Fleet Air Arm observers supplied to them. At one time these officers also carried out the other routine bombing missions. It was a bit unusual for a navigator, trained in the draughty rear cockpit of a Swordfish, to find himself in the comparative comfort of a four-engined bomber. One such complained that he had to draw longer lines!

When, shortly before the Anglo-American invasion of North Africa, certain Merchant squadrons began training in East Anglia, a number of the long-serving crews were sent back to their old job, with the loss of employment and then behind the lines, to form the R.A.F. with the Vickers Wellington bomber. One of these squadrons was commanded by the late Wing Commander H. G. Malcolm, V.C., whose fame has been perpetuated by the Serviceemen’s club named after him. The observer attached to this squadron was Sub-Lieutenant (A) K. G. Williams, R.N.V.R. On his last heroic action in Tunisia, Malcolm’s squadron lost all their aircraft, and only six men survived.

Perhaps the largest transfer of aircrew on loan to the R.A.F. came at the end of 1943. This took place under the auspices of the late Air Chief Marshal Sir Trafford Leigh-Mallory, then A.O.C.-in-C Fighter Command. It was in a field of air warfare completely new to the Fleet Air Arm, and aimed that two or three complete crews, pilot and observer, should be attached to practically every night-fighter squadron.

This gave the naval aircrew a chance they had dreamed of, to fly in Mosquitoes. It also brought them under the leadership of such men as Group-Captain (now Wing Commander) John Cunningham, D.S.O., D.F.C. (See page 246, Vol. 4). They soon proved their worth, and first blood was drawn by Lieutenant (A) W. Lawley-Wakelin and Williams, R.N.V.R., in January 1944, when they destroyed a Junkers 88 in one of the Luftwaffe’s last large-scale attacks on London.

Apart from such defensive night-fighting, the Mosquito squadrons were sometimes called on for other duties. One squadron, 804, was commanded by W. J. Scammell, was allocated the task of long-range photographic duties in the Middle East. The aircraft were to be used to protect the aircraft of Coastal Command from anti-submarine torpedoes from the German fighters stationed on the French Atlantic coast. This the “blue job” attached to this squadron found themselves, somewhat to their surprise, back at their old job, that is one of it, of “flying over lots and lots of water.”

They had the satisfaction, however, of adding to the squadron’s list of successes.

D-Day transferred most of the R.A.F.’s night-fighting squadrons from defensive to offensive units. Acting under the orders of Fighter Command in intruder operations, or Bomber Command as bomber support missions, the Mosquitoes went further and further afield. The naval aircrews shared in the resultant successes and shared, too, in the casualties. One of the best crews, Lieutenants (A) D. Price and R. Armidge, R.N.V.R., gained the award of the D.F.C. for their outstanding work at this period.

Channel Buzz-Bomb Patrol

Then came the V-1, and some of the night fighter squadrons were switched to the job of the Lancashire. One of the naval crews has described the typical nightly scene when a mid-Channel buzz-bomb appeared.

"The fire and explosions as Bomber Command went in. Fart off the target, some buzz-bombs hit the Channel, and in their wake the fires and flashes completed the picture. When everything was going at once it really looked like a battle between the E-Boats and M.T.B.s."

The buzz-bomb itself would just come and the fighters would leap out, and they would then fly back to the buzz-bomb bases, the buzz-bomb bases.

Towards the end of 1944 the surviving naval night-fighters returned to their own service. "Well, they jokingly told their former bosses, "we've got the invasion running smoothly for you!" The story that had begun with the hard Captain Thompson on September 3, 1939, was now nearly ended. The service of Fleet Air Arm crews in Air Force squadrons served many purposes. Sometimes it was an end of itself. Sometimes the experience gained for the Fleet Air Arm was put to great good use. Frequently it proved what the naval aircrew could have achieved earlier in the War had it been possible for them to receive adequate machines and equipment.

After the war of 1914-1918, the Royal Naval Air Service became a part of the Royal Air Force. From their co-operation and collaboration in this last War, in particular, the service of individual members in R.A.F. and Fleet Air Arm has a high regard for the Royal Air Force, whose laurels he was proud to help to maintain.
Albania sets her ravaged state in order.

In the fight against Italian and German occupation the Albanian National Liberation Army lost some 20,000 men out of a population of 1,000,000. Material damage was great; repairs in progress at Tirana, the capital (1), which was liberated on Nov. 27, 1944. Her soldiers have a fine-class reputation: on parade for duty (2). At this ammunition dump (3) old tires are used for reading. On January 11, 1946, Albania was declared a republic, ex-King Zog being forbidden to return.
Russia's Great Hydro-Electric Power Plant—

Pride of the U.S.S.R., the Dnieper power station which the Russians blew up, in accordance with their "scorched earth" policy, when they evacuated Dniepropetrovsk on August 29, 1941, is being restored. The town was retaken from the Germans on October 21, 1943, and in the early days of 1946 work on the concrete part of the dam was nearing completion and the stage was being approached when power could again be supplied to the industry and agriculture of the Ukraine.

-Will Function Again on the Dnieper's Banks

Necessary replacements include 25,000 tons of new steel sections and equipment and 175,000 tons of concrete work. Assembling the metal frame of the power station building (5). Work on one of the abutments (3) of the monster dam. Concrete carries masses of concrete and fixtures to the labourers (5). Indicating the magnitude of the power-house machinery: changing brushes for the oil master-switch (3). It is expected that restoration will be completed before the close of 1946.
Netherlands Farmlands Twice Wrested From the Sea

Noted for heavy wheat crops, the Wurtgau area was originally raised from the Zuider Zee by the industrious people of the Netherlands. On April 17, 1945, the Germans wantonly blew up the dikes and the land was inundated anew.

Wurtgau under water (1). Flood damage at Middelmeer (2). Now the breaches have been sealed and the water pumped away. No trees remained alive; replacements (3) "planted-in" for later planting. Ploughing starts again (4).
"The Chinese Empire: Marked Old

Mrs. Jouy in the old act of the "Voyage of the Dixie" pitty on the time before that, and ever since then, articles and books have been filling the public mind with that same idea. I cannot remember a time when China did not seem to be "in a shocking condition." Every now and again the announcement is made that a change for the better is at hand. We have been told lately that a move has been made in the right direction, but do not believe it. We cannot help remembering how the Chinese Empire has been described to us. When the Chinese Empire was turned into a Republic, that did not stop the privies west between feudal potestes, each with an arm of its own. When a general government emerged strong enough to put down these conditions, the conditions became little less confused and disorderly. At last Chiang Kai-shek came (his, page 440, Vol. 7) rose to the top, and hope of a united China revived, especially when Japan invaded Manchuria in 1931. Now, it was supposed, the Chinese really would stand together to resist this unprecedented aggression.

But for some while past there has been an impression that their leaders were interested in an internal conflict as well as in fighting the Japanese. As in Europe, so in China there grew up a Communist Party which demanded both reforms at home and more vigorous waging of war against the Japanese. It began to look as though the government established in Chungking was using some of the arm and armament sent to it, not only for the purpose of war against the common enemy, Japan, but for another purpose as well. This was the discovery of the northern province adjoining Manchuria, where the Com- munists had set up a government.

Economic and Financial Crisis

At one period it did appear likely that the Communists controlled all the coalfields of China. There was talk of a possible revolution in the 17th century could be. It was observed then that the Komsomol, the government in Chungking, should aim at something more than a satellite to itself. What one finds very hard to believe is that Chiang Kai-shek and his government should have made war on the Communist province because they thought the Communists were Communists. And yet in his book The Challenge of Red China, published a few years ago, the British diplomat who has been in the Far East for more than twenty years, comments on the American newspapers, says of events in 1940:

Once more in the midst of the China-Japanese war. Tokyo demanded from the Chinese territories in Manchuria and Shantung. Once more the Komsomol took the lead in the Chinese war effort. It was, of course, to Japan's interest that the Chinese Empire be weakened. The hope was in two sections fighting one another. But there seems to have been another motive for their demand. The Japanese rulers were afraid that if Communism spread in China it might be a Japanese military organ put in, "serious. and Japan's responsibility. For the Japanese rulers knew a good deal more about the methods of the Communists in Manchuria than about the United States or Great Britain, and, even then, the area they controlled, than did the authori- ties in Chungking. Soon they could deal with the rest of China as long as the Komsomol's methods of government were what they were. The lack of democracy and law and order in Komsomol territory provoked the people's disgust. The result was more democra- tic and financial crisis rose and nothing effective was done to control it. The greatly in- creased activity in the little village, ease though they still were, than it, in those who had passed on the other side. The village magistrates were born, practical men of the peasant type. They did not try to conceal defects; they talked to them freely and spoke hopefully of prospects and development in the near future.

There was none of the pretense which has made Americans, and Europeans too, impatient of Chinese methods, distrustful of Chinese motives and business; none of these irritating and often incomprehensible handicaps to mutual understanding. It was the Chinese who brought in the "face" which that hateful little word "face" still means to them — a word made contact with China. What that means, is, to put it more bluntly, humbug. False compliments, roundabout speeches, and a general appearance of friendliness that is "face." In Red China, according to the Chinese, "it simply does not exist." This naturally makes personal relations far easier. Michael Lindsay, son of the Master of Balliol, not a Communist himself but a fellow-worker with them, has been likely as well as admission for those among whom he lived with his Chinese wife in Yenan, the capital of the two Communist provinces. Life is simple there, even hard, but there is a "peculiar pioneer atmosphere of un- sophisticated self-assured enthusiasm" which inspires confidence, and makes its primitive caves seem with life and activity. Mr. Stein contrasts it with Chungking, getting more weary, less and helpless, its crowds looking strained and purposeless in the state and futile commercial atmosphere of dirty cities, its officials sitting year after year in clogged, over-stuffed Government offices, more and more nourished and deceived as time goes on.

New Ways of Getting Things Done

Evidently, if we are to trust Mr. Stein, the Chinese cannot wait to be run by the Reds if it is to be successfully run. This is something that will involve the Russian system. The Chinese Communists feel as grown up, after eighteen years of continuous responsibility for the conduct of armies and administration, as the Chinese people does after twenty-eight years. They regard the idea of going to Moscow to have their political and administrative young Chinese is used to. Again, the Chinese do not think that any Hun-Hung is as.

"The Challenge of Red China"

Reviewed by HAMILTON FYFE

"The Challenge of Red China" is a recent book by one of the most respected observers of China, a book that has been widely discussed and debated. It is a fair, balanced, and objective account of the Chinese situation, and a valuable contribution to the understanding of China's problems.

More specifically, it is a book about the rise of the Chinese Communist Party and its impact on China's internal and external affairs. The author, Hamilton Fyfe, examines the historical background of the Communist movement in China, the role of the Communist Party in the revolution, and the challenges and opportunities facing China in the post-war era.

Throughout the book, Fyfe argues that the Chinese Communist Party has been successful in winning the support of the Chinese people through its policies of land reform, educational reform, and economic development. He also notes the Party's commitment to democracy and human rights, and its efforts to build a new China.

Despite the challenges and setbacks, Fyfe concludes that the Chinese Communist Party has made significant progress in transforming China, and that its ultimate success will depend on its ability to continue to address the needs and aspirations of the Chinese people.
Finnmark's Struggle

In the harsh Arctic region, once considered an area of extreme difficulty, more and more of the surviving inhabitants are returning to normal life. With improved water supply and the introduction of modern equipment, one small hut (1) has become the center for a self-sufficient community. A family returns by horse and cart to the ruins of Honningsvag (2). The district nurse sets up camp on the pier to care for patients and provide medical support. In response to the threat of German occupation, a small group escapes destruction in Karasjok (3).

Transport problems are not easily overcome; one of the few boats that can navigate the Taana after loading supplies for the people of Porsmork. More and more people begin to rebuild their lives. The district nurse visits the area, indicating a growing confidence in the future.

see also page 394; and page 346-350.

Endnotes to the War Illustrated

Page 724
Canada's 'Operation Muskox' is Under Way

A PEACETIME EXERCISE ON A WARTIME BASIS.
'Operation Muskox' set out from Churchill Air Base on February 15, 1940, to cover the Arctic and sub-Arctic regions of Canada. Sponsored by the Canadian Minister of National Defense in October 1939, it is a peacetime, although pre-operating force.

The route of some 3,700 miles was planned to test the feasibility of a similar operation in war. The purpose of the exercise was to test the equipment used in the Arctic, to determine the best methods of transportation, and to develop a plan for the evacuation of the Far North in case of war.

On its success may depend the opening up of vast Arctic areas and the development of the North-West Coast of Canada. The objective is to study the movement and maintenance of vehicles and personnel by sea and by sea and by sea and by air on a wide scale of operation. The exercise is being conducted under the direction of the Chief of the Defence Staff, with the cooperation of the Royal Canadian Navy, the Royal Canadian Air Force, and the Canadian Army.

The equipment used is designed and built, being the direct result of Britain's experience in the Canadian Army for similar equipment in which a number of British Local Sections had been trained at 14 Air Forces during the winter of 1942-43 for the proposed invasion of Norway.

The route of some 3,700 miles (see map) commences at Churchill, Manitoba, and terminates at Edmonton, Alberta, and is to be covered by a force numbering about 450 in 12 "insecticide"" kites. A small advance party was sent to Baker Lake to prepare an airfield and to establish a weather station, to collect meteorological and magnetic data. It was reported on February 18 that the exercise party had reached a point about 45 miles north of Churchill and was then harassed by a snowstorm and high winds.
Twenty men, perhaps the worst men alive in the world today, Lord of doctors, Sigismund Rascher, a friend of Heinrich Himmler, proconsul Dead. Council for the United States, intercepted and decoded, had become the tormentors of individuals. Rascher, a friend of Heinrich Himmler, proconsul Dead. Council for the United States, intercepted and decoded, had become the tormentors of individuals. Rascher, a friend of Heinrich Himmler, proconsul Dead. Council for the United States, intercepted and decoded, had become the tormentors of individuals.

Victims of the Inhuman Doctors of Dachau

The victims of the Inhuman Doctors of Dachau were a series of water-soaked experiments conducted on Hungarian and Jewish prisoners in the hospital during the summer of 1944. From 80 to 90 prisoners of these nationalities were selected at random. They were then subjected to various operations and research work. Several of them died during these operations, which were conducted under the supervision of the SS doctors. The operations were often performed on naked prisoners, who were often left to suffer for several days, with no food or water, before being moved to a cold room and injected with a lethal substance. The victims of these experiments were often subjected to severe pain and suffering, and many died as a result of these inhuman practices.

Skin Stripped From Dead Bodies

Dr. Sigismund Rascher used 500 to 600 prisoners in his experiments to determine the effects of both high altitudes and of rapid changes in weather conditions. He constructed a special van, fitting it with valves and pressure pumps, so that the air pressure could be regulated at will, reproducing atmospheric conditions from ground level to 100,000 feet. Rascher was interested in the effect of altitude on the prisoners, and, with great precision, recording data. Sometimes he would lock the windows during these experiments, and sometimes he would use gas to smother the prisoners. Almost all the women who died in the van were sent to the gas chamber, as were all the men on whom experiments were performed. Rascher's experiments were conducted with great care, and he recorded every detail of the experiments. However, the victims of these experiments were often subjected to severe pain and suffering, and many died as a result of these inhuman practices.

Unconscious in Ice-Cold Baths

To explore methods for freezing azima, who had been killed by the SS, and survivors of the Stutthof camp, Lord of doctors, Sigismund Rascher, a friend of Heinrich Himmler, proconsul Dead. Council for the United States, intercepted and decoded, had become the tormentors of individuals. Rascher, a friend of Heinrich Himmler, proconsul Dead. Council for the United States, intercepted and decoded, had become the tormentors of individuals.

Injected With Malaria Germ

As the personal request of Reichsbeauftragter S.S. Himmler, Dr. Klaus Schilling specialized in malaria research at Dachau hospital. Between the summer of 1942 and the summer of 1943, he allegedly treated about 1,000 prisoners. Most of them, I believe, were Russians who, of all nations, suffered the worst at this concentration camp. The victims of these experiments were often subjected to severe pain and suffering, and many died as a result of these inhuman practices.

With outermost hand, the Czech doctor identified in court at the prosecution's request from among the Nazi war-criminals two, Rosenberg and Schilling. The victims of these experiments were often subjected to severe pain and suffering, and many died as a result of these inhuman practices. The victims of these experiments were often subjected to severe pain and suffering, and many died as a result of these inhuman practices.
Anti-Suicide Guards are Alert at Nuremberg

American guards look into the cells housing the Nazi war-criminals at Nuremberg were thirty seconds, day and night, whilst these are occupied, as a precautionary measure against attempts at suicide. Other steps taken to prevent any of the prisoners following the example of Dr. Robert Ley, who hanged himself before the opening of the trial, include a daily search, and the removal of the belts and lightweight underwear the prisoners are returned to their cells. See also illus. page 229-230.
I Was There!

My Last Moments in H.M.S. Prince of Wales

On Thursday night, June 18, 1941, at 10:30 p.m., H.M.S. Prince of Wales steamed out of Singapore harbor, escorting the four cruisers to the north of Malaya for the campaign against Malaya. The principal ships of the task force were H.M.S. Prince of Wales, H.M.S. Repulse, and five destroyers. The ships were protected by a screen of five destroyers and a frigate, and the entire force was in sight of shore. The Prince of Wales was the flagship of the task force and was accompanied by the Repulse, which was also a battleship of the same type. The ships were protected by a screen of five destroyers and a frigate, and the entire force was in sight of shore. The Prince of Wales was the flagship of the task force and was accompanied by the Repulse, which was also a battleship of the same type.

We had left Singapore with high hopes. The air was clear and bright, and the sun was shining. The sky was blue and there was not a cloud in sight. The Prince of Wales was the flagship of the task force and was accompanied by the Repulse, which was also a battleship of the same type. The ships were protected by a screen of five destroyers and a frigate, and the entire force was in sight of shore. The Prince of Wales was the flagship of the task force and was accompanied by the Repulse, which was also a battleship of the same type.

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I Was There

wardroom, with pictures, books and trophies taken down and all movable objects firmly lashed, in the usual preparations for impending action. There was a cold, uninterestingly helpful air, the staff and attendants being already employed on their various jobs in gun turrets, ammunition rooms and shell rooms. I didn't feel hungry. But I thought what a curse a vivid imagination could be, and wished we could hurry up and get on with it. Everyone seemed rather quiet. I went down to my cabin, put on some warm clothing and stuffed some chocolate, a book, a hydrometric gauge and a packet of tie-on casualty labels into my pockets, adjusted my unflinching helmet round my waist, and went out, taking a last look at my cabin with all its personal belongings gone and in a hurry. But the hell will you look like this tomorrow?

My action station was on the Signal Deck as the bridge. I had fern-sized overalls and bamboo stretchers stowed there, and a telephone communicating with the other between-deck Medical Stations. I stood there for a long time, just looking over the bridge, looking down at the dark sea with the foam creaming its way aft on our bows, not thinking of anything much, and occasionally studying in and out of the upper conning tower where we could smoke and just distin- guish forms to talk to in the eerie blue light. I sat on the deck and, leaning against a stretcher, dozed and woke and dozed again.

Then somebody shook me and said, "There's a broadcast just coming through!"

It was from Admiral Phillips, telling us he had reluctantly decided to carry our own attack. He knew how disappointed we'd all be, but the available preparations for our reception would be too great to justify our going in, and we were now to alter course and turn south—that was all. I didn't quite know whether I was a bit relieved or disappointed; but I did think that it must have been a hard and also a brave decision to make.

Next morning as we steamed south we heard news of the unexpected Japanese landings further down the Malayan coast, and a destroyer was sent in to have a look see, our aircraft also being catapulted off the ship on reconnaissance. However, nothing was found. The morning wore on. Suddenly, about 11.30 a.m., we received first degree of readiness, and shortly afterwards, echoing over all the ship's loudspeakers, came that harsh and insistentogue call

the 10th. We had the vital element of surprise, we could do great damage; we would have to be prepared for quick retaliations and subsequent heavy aerial attack by the enemy.

Well, that was it. Someone said I'd heard the names of the enemy battleships, and the crew ran a run on "Jane's Fighting Ships." How many guns? What size? What have their cruisers got? We steamed northward, well out to sea, in cloudy, poor visibility, admirable for our purpose. Unfortunately, about an hour before the onset of darkness the clouds lifted, the sky cleared, and shortly afterwards the news flashed round the ship that a Japanese scout-plane had been spotted far off on the horizon and was quite obviously shadowing us and relaying details of our course and disposition.

We stood on the upper deck and watched it in the now fading light. Our 5.25 in. guns traversed slowly and menacingly, but the range was too great and, alas, we had no fighter aircraft available. We could well imagine the excitement, the conjecture, and of course the preparations the Japanese admiral's radio messages would arrive at his base. And we cursed the fact that our change had revealed us in that short, clear period before darkness fell.

We were to be at our action stations all night then, and I wandered into the wardroom for supper, by now a bleak, forlorn imagination could be, and wished we could hurry up and get on with it. Everyone seemed rather quiet. I went down to my cabin, put on some warm clothing and stuffed some chocolate, a book, a hydrometric gauge and a packet of tie-on casualty labels into my pockets, adjusted my unflinching helmet round my waist, and went out, taking a last look at my cabin with all its personal belongings gone and in a hurry. But the hell will you look like this tomorrow?

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I was there!

There were casualties on the upper deck and several had been brought up inside the superstructure. They were attended to, dressed, and given morphine, and those that were unable to look after themselves were carried and placed inside Cotley’s mess, for it was obvious now that we were going to sink soon. I went up the again for more morphine and looking all through the crowds of smoke I saw one of our observers manoeuvring alongside the quarter-deck and take off many wounded and as many others as she could manage. She slid clear as our list increased.

The fact’s now presented an amazing sight, with hundreds of sailors standing stolidly smoking and chatting on the sleeping deck—they had mostly been driven up from below by the encroaching, rising water. The gun crews on the upper deck were still at their posts, and there was nothing for the remainder to do but wait for the ship to sink. We exhibited several of them into stricken and freezing parties for the wounded. Someone told us there was a man with a broken leg lying in one of the compartments. We tended him, launched him and two of his pals in a boat into the sea, now lapping all along the port side of the deck.

I Dived into the Oily Water

Men started climbing over the rails, and diving and jumping 30 or 40 feet into the sea below; but “diving” off the high side of a sinking ship is a euphemism! I took off my cap and my shoes and locked carelessly around for somewhere to put them (in extremity, I had to get rid of them). I swam to the nearest lifeboat full of other people doing. I stood for a minute in the icy crowd wearing their clothes and heard a sailor say to his mate, “Come on, chum, all those trimmings!” I had to change. I was wet and shivering, but when I climbed over the guard rails and slid down on a projectile on the ship’s side. I stood there and looked down on dozens of bodies, caps, and logs in the water, still far below. Then I said to myself, “Please God, don’t let me be drowned!” I took a deep breath, and dived into the oily water.

A few minutes later H.M.S. Prince of Wales rolled over, her bows rose in the air, and she slipped out of sight beneath the waves.

CONTROL ROOM OF THE PRINCE OF WALES, a masterpiece of mechanical efficiency, where all the ship’s operations were co-ordinated. Above the stricken, black masses of burning bodies are seen in the water (left) as survivors struggle towards boats and destroyers.

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Photo, Admiralty, Australia First
I was There!

How I Saved R.A.F. Pilots from the Gestapo

Decembered by His Majesty King George VI on February 13, 1946. M.B.

Although the R.A.F. is a British service and the Belgian girl was instrumental in arranging the evacuation of Allied service personnel who were stranded in Belgium and France. Here is her remarkable story, as told in an interview with "The News of the World" special cor-

When my country went to war with Germany I joined the British Red Cross Society. Un-der the British Red Cross Society it was a duty of mine to help Belgian refugees. By the time I joined in 1940, Belgium had been invaded by the Germans and the refugees were pouring across the border. I spent many hours helping the refugees to cross the border and to get to safety. I also helped to arrange for shelter and medical care for the refugees.

In the hospital I met many wounded soldiers and officers from other countries. They were treated with kindness and respect. I never forgot the kindness of the Belgian people. I helped them to find food and shelter, and to get to safety. I also helped the wounded soldiers to find their way back home to England.

But I could not forget the fear of the Gestapo. I knew that if they found me helping the refugees, I would be in danger. I was determined to continue helping the refugees, but I had to be careful.

One day I was walking in the town when I saw a group of men in Gestapo uniforms. I knew that they were looking for refugees. I quickly moved away from them and continued on my way. I was determined to help the refugees, but I had to be careful.

One night I helped to hide a group of refugees in a garage. The Gestapo came and searched the garage, but they did not find the refugees. I was determined to help the refugees, but I had to be careful.

One day I was working in a factory when I saw a group of refugees. I knew that they were looking for work. I helped them to find work in the factory. I was determined to help the refugees, but I had to be careful.

One day I was walking in the town when I saw a group of refugees. I knew that they were looking for a safe place to stay. I helped them to find a safe place to stay. I was determined to help the refugees, but I had to be careful.

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Blazing New Trails for Air Travel

By CAPTAIN NORMAN MACMILLAN
M.C., A.F.C.

Seventy-nine of these aircraft have been ordered for one on the England-Australia, England-South Africa, and England-South America routes.

The most modern long-range airliner actually in service today is the Constellation, and British Overseas Airways are to purchase a number of these American craft for the trans-Atlantic service, an unpopular move in British industrial aviation circles, but one which will certainly save the operation of services less efficient than those of American airlines. Disadvantages, of course, are apparent in the dollar cost of the aircraft itself and in the running costs of operating it, but the Constellation is the most complex and expensive plane in the world to date, and the training of the airmen; but there will be value in the experience of operating these latest American aircraft while their own types are under construction.

The significance of the Constellation to airline operation is easily shown by what these aircraft have already done and are scheduled to do. One broke the U.S.A. transcontinental commercial flight record on February 3 by flying 2,490 miles non-stop from Burbank, California, to La Guardia airport, New York, in just under seven hours and a half with 43 passengers and a crew of seven. On February 6 the Constellations of "Bar of Paris," belonging to Transcontinental Western Airways, arrived at Paris from Washington with 15 passengers, making the first regular flight between the U.S. and French capitals. Carrying 30 passengers in each, they will cut Pan-American Airways' time of flight between San Francisco and Sydney to thirty-six hours.

The economical cruising speed of the Constellation is 250 m.p.h., and the cruising speed for a fuel load is 280 m.p.h. They can fly at a lower speed from London to New York in 5 hours against a 25 m.p.h. head wind, and maintain a schedule of 17 hours between London and New York and 12 hours between New York and London. They have already flown from London to New York in 10 hours 35 minutes, and from New York to London in 10 hours 41 minutes, and New York to Shanghai (Hankou) in 13 hours 9 minutes.

When they travel at 19,000 feet their passenger cabins are pressurized to an artificial level of 6,000 feet, and so, without any discomfort to the passengers, they can fly higher than the storm clouds which they may encounter, and fly through swarms of mosquitoes which form within the air intakes. And a high safety factor is insured since the engines require 250 m.p.h., because the four engines need to be developed at only 57 per cent of their maximum power to attain this speed.

The older American airliners cannot equal the Constellation, the first that was inaugurated American Overseas Airlines service between Americas and Europe. By American standards, this aircraft took 20 hours to reach Copenhagens from Gander, yet Andros and Newfoundland with the time is shown by Pan-American Airways giving one more in its DCA, with a silver screen fitted against the bulkhead of the flight deck illuminated by a special type of light-weight projector.

BRITISH Jet-Engined Passenger Aircraft for Atlantic Crossing

It is probable that it will take Britain another two or at most seven years to make up the leeway, lest by the War, in her development of civil transport aircraft. But it is thought that when she does so she will be first in the field with jet-engined passenger aircraft capable of traversing the Atlantic. This would be a fair reward for all the development work done in jet-engines that Britain has undertaken, and the results of which she has so far given to America as an ally in the war. And it is thought that the British aircraft industry has any right to expect that before the war is over British or any other country in the world who is not prepared to pay for the best money can buy, and they are developed by commercial air routes during the intervening period because of the shortage of the aircraft.

There must be recurrent periods of swifter development of some branches of aviation, now in one country, again in another. The aircraft industry cannot hope to be in the van of every production development every time; it has to judge the period when it is not ahead, should British operators be the first.

Quietly and without fuss the R.A.F. Lancastria "Lancaster" has been aerodynamically tested in the history of a valuable navigational kind. First came her globe-circling flight, then her flights over the magnetic and geographic polars of the northern hemisphere, and most recently a record-breaking flight from England to Cape Town. It is certain that these flights are accomplished for special reasons, and have definite objects in view.

What these are has not been disclosed, but it is not a difficult guess to make that they have something to do with the operational efficiency of military air forces in time of war.

There is still much to be learned about navigational control in the areas of the world where it was not practised as highly as within the battle zones. And as the preventing of future war probably depends upon keeping the fighting elements out of the danger areas until they are actually engaged, it is shown by air power becomes of greater importance than ever was in the war just ended; and the study of navigational geography and the behaviour of the latest navigational aids used by aircraft have become a subject of profound technical necessity.
PIETY THE OLD HORSE
Apr. 27, 1940

I'm really sorry to be writing again in London streets. With Dean Ferrar I have always felt that Christianity, for all its humanistic and enviable teachings, has no satisfactory explanation of the life and death of the London dragnet horse. To see those dear old things trudging under their loads with no hope of anything beyond a lead of feed and a few hours' leisure in their dark stalls has always filled me with a sense of pain. Their unremitting labor is something my mind cannot bear. Forty years ago, when street traffic was more confined and ill-ordered than it is today, it was not unusual to see some poor horse standing or lying in Fleet Street or Ludgate Hill with a broken leg or damaged feet and no one to help them. I regret in the coming of motor traction and the horse's disappearance from the shopping City streets. And now they are back again in hundreds; the best of living things that will be manured and slaughtered when the bombs get through. I hate the thought. Ferrar was right; our philosophy has no word of comfort for the life of the van-life of a crowded city. And these devoted servants of ours are so absolutely beautiful.

In the present confusion of traffic in London, which we may hope is only temporary, the old horse is still in evidence; and one has sometimes to bless it for holding up the endless stream of motor vehicles and giving one's car a chance—literally a "break"—when waiting to turn left or right. Doubtless we shall yet see much improvement in the organizing of central London's daily horsey traffic. There was a time in 1919 or the following year, before traffic was so crowded, when the old horse appeared conditions were even worse than they are today. But during those days, and then too, I do not seem to have been any more,- in fact once we had every right to suppose ourselves and from their former airports of our treacherous ally it is a matter of minutes to launch attacks upon our shores, such as the feline bombing which I witnessed yesterday.

THAT bombing did not long continue to be "hitler, as anyone could see even now who visits our South Coast resorts. But most of these are enjoying a return to prosperity, after nearly six years of the same sort of waters of the Channel, and longing for that exquisitely which is borne on the salty winds, inland dwellers are crowding in their thousands to the coast once more. Only the lack of labor due to the factory bombings is throwing them from putting themselves in the shape to accommodate visitors and reap some portion of their last revenues. But the fact remains that Britain is still an island, and it was because of that that we has survived through every delusion needed for our destruction.

STILL AN ISLAND
July 6, 1940

Britain is no longer an island we have been told times out of number by writers who like to make our flesh creep in picturing the possibilities of aerial destruction. But, believe me, Britain's hope and resilience reside today in the geographical fact that she is still an island. The inference—the argument incredibly—French betray has brought the enemy's airports near to our shores. For it would be lunacy to regard France today as anything but an enemy country, since the military politicians and second-hand politicians who are temporarily in power there (if such a term can be applied to creatures who have sold their souls and their countrymen into Nazi slavery) will do just as their Nazi benefactors tell 'em to. That is why some of us who have homes on the South Coast can look on clear days across the Channel in a land that used to be our enemy country, and say that every time we had every right to suppose ourselves and from their former airports of our treacherous ally it is a matter of minutes to launch attacks upon our shores, such as the feline bombing which I witnessed yesterday.

THAT bombing did not long continue to be "hitler, as anyone could see even now who visits our South Coast resorts. But most of these are enjoying a return to prosperity, after nearly six years of the same sort of waters of the Channel, and longing for that exquisitely which is borne on the salty winds, inland dwellers are crowding in their thousands to the coast once more. Only the lack of labor due to the factory bombings is throwing them from putting themselves in the shape to accommodate visitors and reap some portion of their last revenues. But the fact remains that Britain is still an island, and it was because of that that we has survived through every delusion needed for our destruction.

FRIENDS and FOES
May 11, 1940

In the raining of an eye, Mr. Chamberlain's dignified demission and the instantaneous coincidence under the War leadership of Mr. Churchill seemed the most incredible things that could happen, and somehow divorced from party feeling. There are many who have been to the extreme of a demotion to be on Mr. Chamberlain's team, and yet have not deserted him who, more than any other man, saved our country at the moment of its greatest peril by a policy which, in very truth, did make us "hitler, as any man's heart, though I doubt we had the satisfaction of leading it to the various consultation with any fair part of it is so profoundly there. But in Mr. Churchill's case we have the ideal War leader who is as strong in head to make a leader completely worthy of the German-Saxon dignity, and yet his handling of Ireland had a good deal to do with the Kaiserist, which period that the hour shackled, those that they wear. It looks to me in the political news which led to Mr. Chamberlain's resignation—though I am certain he had no more local colleague than his successor—may have helped to decide Hitler, who knows a little more about the British temperament than a Parlement. I am taken it all, but if that were so, events may yet prove that after all we were right in the House was curiously open.

THIS judgement of mine at the critical moment of government generation, therefore, political policy is a matter of grave regret that political has not superior last year before our brilliant war leader had

CHAMBERRY GOES
May 11, 1940

I want to say to the boy of any other way of putting it) of American advertising never fails to intrigue me. A New York who was recently warned would be the purchasers of their oil stocks that they must be sold by an American advertisseur who, with other would-be purchasers, "have been lying in their noses, having oil the worst than not buying them." You will agree, I'm sure, that the operative word here is "almost." Too Chinese outlook is, to say the least, picturesque. It has been officially announced from Chungking, for instance, that the Chinese version of Mr. Allen's name has been changed from "Aotei"—which is virginty meaningless in Chinese—into something like "Aotei that's translated as "Foutrigier uprightness and modesty."

For the Chinese, but I shall be doubly careful in saying their displeasure. The retranslation of someone else's name—whether illegible—directions—surely is the simplest (and most effective) weapons of small known to Man.

POSTSCRIPT

A FRIEND just happened to tell me that the Russian found the combination of haggis and whisky so delicious he was going to ask for a new version of an old custom to be repeated for the Queen. Sir Harold MacMichael as Governor:

All things bright and beautiful,
All creatures great and small,
All things wise and wonderful,
Lord, give us thanks today.

THOSE are as many newspapers and periodicals in the United States, I am informed by an American contemporary, "as in all other countries of the world combed, and with only about one-twentieth of the population." Maybe. But how many of them enjoy one-twentieth the reputation of The Times, The Daily Telegraph or The Man-

BRIITISH troops have been warned that a drink being sold to them in the Ham-

The Chinese were in a panic on the day that Russia annexed an area of Shandong province, and she not only no doubt that the Germans? Might I suggest "Anti-Red Biddy.

After reading an account of an inter-

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THE FREE FRENCH
July 13, 1940

A feeling of inexorable sadness comes over me when I think of the young "martial lads" of the French Navy. Wondering about their fate, I have learned that it is not the job to be a sailor in a navy whose govern-

WHATSOEVER we may think of De Gaulle as a statesman, an officer, or anything else; we will History fail to remember—that ever the French. After all, they have been a long way off had not we made the stand he did when he came to England to unveil the Tricolour with the added Cross of Lorraine at the rallying point of a Free France. It is a pity that De Gaulle lacks the personality which gives the emotions of the multitude, and the friendliness of those who came in closer relations with him. I will remember him frequently lunching at the Savoy Club, next door to the Free French R.O. in Carlton House Terrace, and the Free French, and of the Free French R.O. stationing here by bomb day they were flying on top of their buildings was so enormous that it might have been seen from a railroad plane thousands of feet up. As the neighbor of a big shops for the daylight bombers, a much smaller flag was substituted for the earlier ones, suffered burnt damage, and on its frontage to the Cufla it still shows its many wounds.

The blatant stablity (there's no other way of putting it) of American advertising never fails to intrigue me. A New York who was recently warned would be the purchasers of their oil stocks that they must be sold by an American advertisseur who, with other would-be purchasers, "have been lying in their noses, having oil is almost worse than not buying them." You will agree, I'm sure, that the operative word here is "almost." Too Chinese outlook is, to say the least, picturesque. It has been officially announced from Chungking, for instance, that the Chinese version of Mr. Allen's name has been changed from "Aotei"—which is virginty meaningless in Chinese—into something like "Aotei that's translated as "Foutrigier uprightness and modesty."

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In Britain Now: Long-Distance Coaches Again

WAR YEARS SUSPENSION of long-distance motor-coach services came to an end when the morning service between London and Bournemouth resumed on February 16, 1946. Passengers are seen (right) at the Victoria Coach Station, London, about to board one of the new buses. A sign on the bus reads: "MOTOR COACHES AGAIN." Wives and children of U.S. soldiers abroad with them. The idea of the attraction is to be reunited with husbands and fathers. The post war has been considered a period of great progress, with the economy of the country improving significantly.
'Canteen Commandos' to Sail for Singapore

FOR THE FIRST TIME IN N.A.F.L.I. HISTORY girl members of the Expeditionary Forces Institute (E.F.I.) will shortly be working in the Forces canteens at Singapore. Several are now already actively engaged at a busy spot of Aden await disembarking in a few weeks of service, after being fished out with°hospita! bit at a centre in London in readiness for the voyage. Some are wearing decorations earned on the various fronts, where they were popularly known as "Canteen Commandos."

Photo: C.A.H.,