

## HISTORY AS IT HAPPENS

Thursday, April 10

German troops advancing down the Vardar Valley reached Salonika, cut off Greek forces in eastern Macedonia from the rest of the country.

Yugoslav troops fell back in the south of Yugoslavia exposing the Greek flank.

Thirty German divisions, about 750,000 men, were operating from Bulgaria as well as divisions from Hungary and Rumania, making a total of over a million men flung into the campaign.

The port of Massawa, Eritrea, captured by the British.

Friday, April 11

A lengthy review of the war situation given in the House of Commons by Mr. Churchill. He explained the efforts to form a united Balkan front between Yugoslavia, Greece and Turkey, which broke down when Yugoslavia refused to co-operate until too late. When Greece determined to go on, even if alone, then Britain decided to support her.

In the Balkans the Germans made progress in their drive across Yugoslavia, but the main Empire and Greek forces were not engaged by the enemy.

Three senior British Generals captured by the German forces in Libya. British tanks sent by sea to Tobruk.

Berlin attacked by British bombers and big fires started.

Ten United States coast-guard cutters of about 2,000 tons each made available to Britain.

Vice-Admiral Sir Geoffrey Layton, Commander-in-chief, China Station, declared that if there was war in the Pacific "we will get powerful naval reinforcements and get them quickly regardless of whether the U.S. comes in with us."

Saturday and Sunday,  
April 12 and 13

The battle in the Balkans developed new ferocity with both sides using fast-moving columns supported by dive-bombers and fighter aircraft, the most violent action centring in the Monastir area.

The Serbs took the Italians in the rear by driving down the Albanian coast and occupied Durazzo.

The Hungarian army occupied Yugoslav territory on the pretext that the Yugoslav state had ceased to exist. The Soviet Government sharply reprimanded Hungary for this action.

President Roosevelt declared the Red Sea open to American ships so that American vessels could carry munitions to the Suez Canal.

In Libya the R.A.F. continued to harass the advancing German mechanised forces.

Considerable damage was caused by enemy bombers in the Midlands and Bristol.

"The invasion of England has been shelved until after the settlement of the Balkan campaign," said a Berlin spokesman. New Zealand troops invalided back to New Zealand from England stated that they had been burying German troops drowned in an attempted invasion.

Monday, April 14

Communications between Yugoslavia and the allies severed by the German's capture of Monastir. British and Greek troops had not yet met the enemy in a major clash.

A Neutrality Pact signed between Russia and Japan at Moscow, just before Mr. Matsuoka departed.

In Cyrenaica the Germans claimed to have advanced to Sollum on the Egyptian border but fighting was going on in the Tobruk area.

A Greek hospital ship was bombed and sunk by German bombers.

Mr. Anthony Eden reported to the Cabinet that the Germans were behind the coup in Iraq.

Tuesday, April 15

The Greek army evacuated Koritza in good order. The Germans made a double push through north Greece and Albania.

The Germans claimed that only remnants of the Yugoslav army were offering resistance at isolated points.

The Soviet-Japan Neutrality Pact caused much comment throughout the world, and was generally believed to aim at freeing Russia's hand in the Ukraine.

Moscow assured China that her policy of aid was unaltered.

The Yugoslavs revealed that the Germans had offered them the whole of Bulgaria.

Wednesday, April 16

In Yugoslavia unified and controlled resistance appeared to have ceased.

In Libya British forces attacked the rear of the enemy position in the Capuzzo region.

The Duke of Aosta, Viceroy of Abyssinia, sent an envoy to the British command.

Northern Ireland received full-scale enemy air blitz. Damage was done to industrial premises and casualties were heavy.

## THE FLEET AIR ARM It Bombs, Fights, Torpedoes, Hunts

THE Fleet Air Arm is the direct descendant of the old Naval Air Service of 1914-18, which, by the way, the present Prime Minister started. And it is just as much part of the Navy as the submarine or the mine-sweeping branch. The aircraft, in fact, is merely another shot in the naval locker.

Make no mistake about its effectiveness in naval hands. It bombs, fights, torpedoes, hunts for submarines, spots for gunnery, and it has been known to take the messman ashore with his milk-

R.A.F. to shatter those barge concentrations and invasion bases.

Most of these aircraft are land machines and operate from carriers which are, in effect, aerodromes taken to sea. Aircraft-carriers are thus curiously shaped vessels; they are variously known as flat-irons and covered wagons. They have never been anything else since the Admiralty converted the old Campania—a ship that had won the Blue Riband for the Cunard as long ago as 1893—and sent her to sea with the Grand Fleet in the last war as the first naval aircraft-carrier.

There is no overlapping of purpose between the Fleet Air Arm and the R.A.F. It is true that certain aerodromes on land are set aside exclusively for naval use, because naval airmen must be trained ashore before they go to sea, and ship-borne squadrons must have somewhere to go when the carrier puts into port for repairs.

This training, incidentally, involves far more than just teaching somebody to fly an aircraft. Accurate navigation comes into it from the beginning, because there is a vast difference between finding an aerodrome ashore and finding a carrier at sea. There are no signposts at sea, for one thing. You can't for example, just look over the side and set your course by the local railway or the roof of your favourite roadhouse. Nor is the difference any less when you come to land on her deck, because, if there is anything like a sea running that deck may be rising and falling from ten to twenty feet at the very spot where you wish to land—just sufficient, that is, for you to fly straight into the hangar below or miss the deck altogether if your judgment is at fault.

Unavoidably, this small, rolling, pitching platform imposes some limitations upon the type of aircraft that can be used at sea, but these limitations are more than offset by the advantages derived from what may be called the ubiquity of ship-borne aircraft. A carrier that is one day operating off Narvik in the Arctic Circle may within a week or two be searching the South Atlantic trade routes or raiding the Dodecanese.

The sedate old Swordfish, indeed, with its crew of three—pilot, observer, and air-gunner—impudently poking its nose into every corner of the earth where the enemy least wants to see it, had become a sort of symbol of the supremacy that is soon to be ours in every sky. Nothing seems to stop it—nothing, that is, short of a direct hit, and not necessarily even then. Some time ago a shell converted one of them, in effect, from a biplane to a monoplane without fatal results. Apart from minor damage, the instrument panel dissolved into a splintered wreck. A chunk of the joy-stick disappeared with part of the pilot's seat, and most of the lower main plane vanished completely. But what was left, still went on flying, and the pilot, when asked later on how he had kept control—he was not even wounded, by the way—merely said, "Oh, all right. She became a bit sluggish—that's all."



Among the Ethiopian forces are fathers, sons, and brothers—all united in hatred of their conquerors. This 14-year-old boy wears the cap of an Italian officer sniped during one of his encounters with the enemy

can when there was no other means of getting to the beach, wrote a naval officer recently in "London Calling."

There's a nautical flavour about the names of naval aircraft—Seafox, Swordfish, Walrus, Skua, Roc, Albacore and Fulmar.

It was a Seafox from H.M.S. Ajax that thwarted the Graf Spee's attempt to hide behind a smoke screen in the Plate battle. It was a Walrus from H.M.S. Warspite that reconnoitred ahead of the destroyers in the second Narvik battle. It was a Walrus, too, from the Australian cruiser Hobart that gave some timely assistance in the withdrawal from Somaliland. Skuas sank the Konigsberg in Bergen harbour when the Norwegian campaign was barely a day old, and afterwards Swordfish harried the coast from Trondjhem to Narvik. Later, at Dunkirk, they lent the Army a hand; and recently in the Mediterranean, they have attacked Italian warships in Italian harbours, while Fulmars were shooting down Savoias attempting to bomb the Fleet at sea. At Home Albacores have helped the

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