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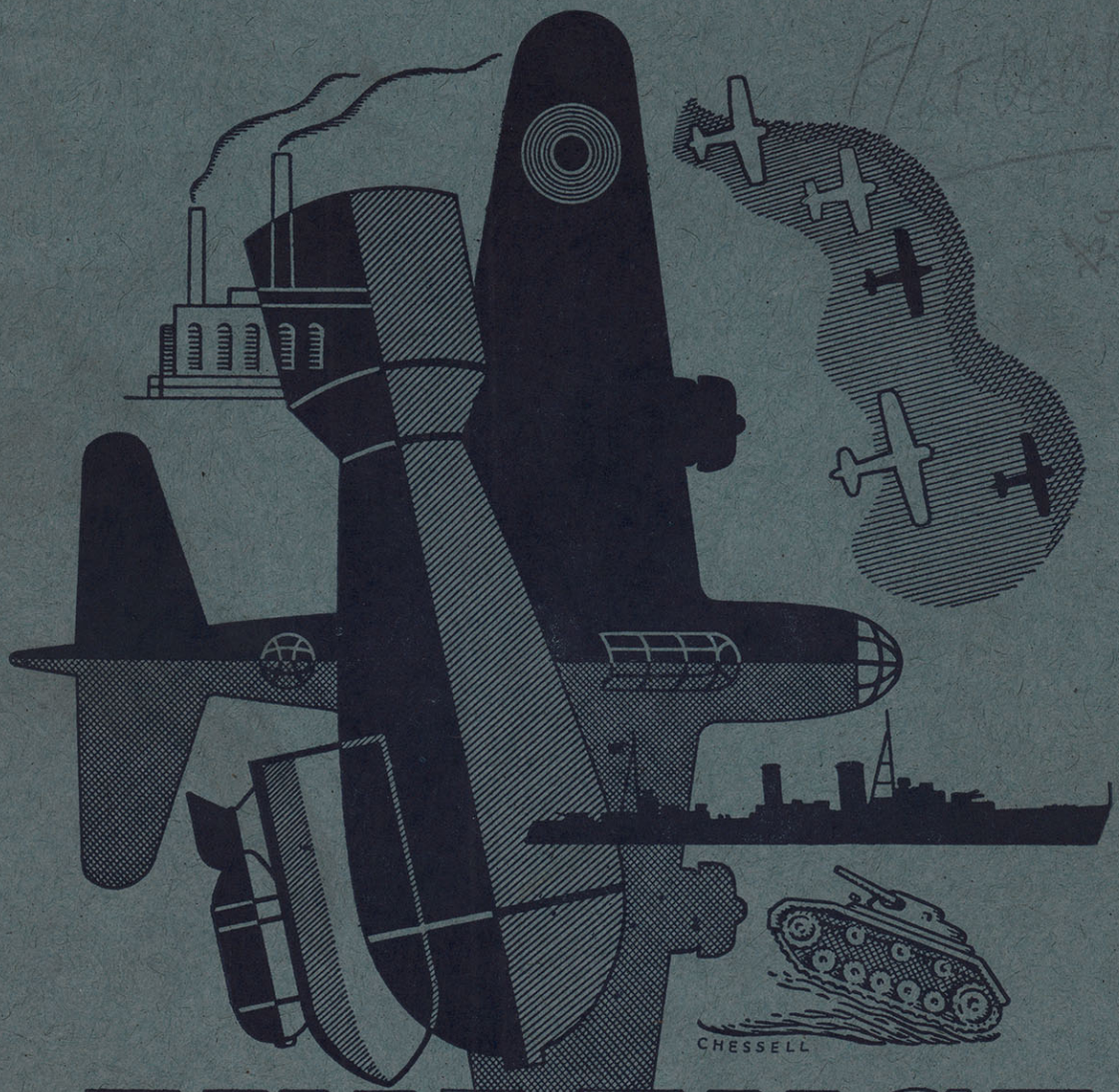
VOLUME 4 NUMBER 4 JULY 26TH 1943



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SEE FURTHER INSTRUCTIONS ON BACK OF COVER.

*"We know **he** won't talk."*

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INCENDIARY BOMBS AWAY

This impressive close-up of two containers of incendiary bombs, spreading as they leave a Fortress (B-17), was taken at the start of the bombing run over the target during a daylight attack on KIEL.

GERMAN FIGHTERS IN FORMATION

Three Fw 190s photographed from a B.17 during the attack on HÜLS (22.6.43). Two of the Fw 190s are banking and the black appearance of the wings and the tail planes is caused by shadows.

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Great conflagrations were burning when photographs of AACHEN were taken about eight hours after the attack on 13/14.7.43. Intense fires, some of which are indicated, show through the volumes of smoke seen on this photograph drifting across the central city area. One of the factories still burning is a needle works (A).

Very heavy damage was inflicted on industrial and other buildings at AACHEN and this enlargement of part of the area seen on the previous page shows the premises (A) of Wilhelm Küsters (boiler makers) still burning. Warehouses (B) of the Goods Depot are also on fire and there is damage to Neuman and Esser, manufacturers of large compressors (C).

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AACHEN. The important optical works of N. Kinon (A) were mostly destroyed and are still burning. The factory of Flamor-Gesellschaft Veltrop (B), reported to be making machine guns for Junkers, and the adjacent factory (C), probably engaged in the textile industry, were seriously damaged. The boiler house of the Power Station (D) was damaged and the plant is considered out of action. Further factories (E) have sustained severe damage.

Heavy industrial damage was inflicted on TURIN during the attack by aircraft of Bomber Command on 12/13.7.43. The areas outlined north of the River Dora contain severely damaged industrial and commercial property including a cotton spinning mill still burning (A); rubber and ebonite factory (B); coach builders and aircraft accessories (C). The Tramway Station and Depot (D), south of the river, were seriously damaged.

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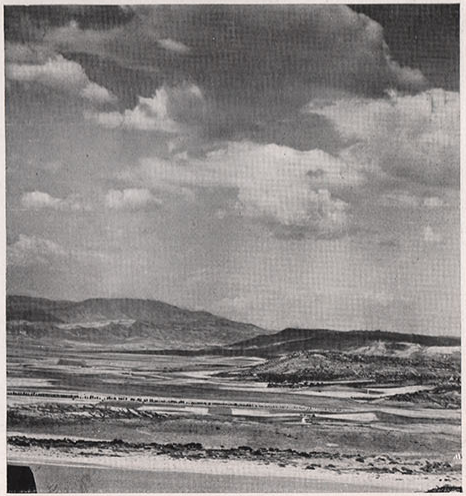
SOUTH-EAST SICILY

These oblique photographs of South-East Sicily show the type of terrain in the coastal regions in which Allied forces executed the most ambitious combined operations in history on 10.7.43 and subsequent days.

Above: PORTOPALO at the S.E. tip of Sicily and west of Capo Passero, one of the areas to be mentioned in official communiques of the early stages of the landing. In the foreground is the little village of PORTOPALO with its lighthouse and in the background an important tunny fishery.

Left: This typical stretch of the island near the south coast is N.E. of AVOLA. Citrus groves run up to the foot of barren limestone hills.

Left: POZALLO, one of the small towns on the south coast is backed by citrus groves.



Right: GELA has been an important point in the fighting. This photograph, of the region south-east of Gela, illustrates the transition from beach through coastal plain to the hills.

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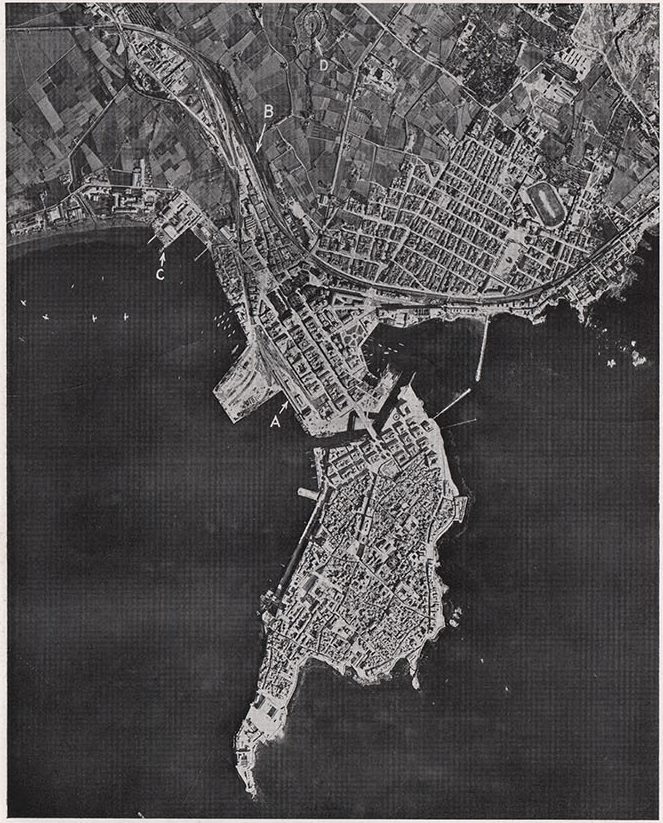

SYRACUSE, a small port on the east coast of Sicily, was soon in Allied hands. The Harbour Station is seen at (A), the Main Station and Sidings at (B) and the Seaplane Station at (C). The Roman amphitheatre (D) was built in the time of Augustus.

PALERMO, which lies in a sheltered bay to the N.W. of Sicily, was one of the ports heavily bombed by Allied aircraft before the landing in the S.E. In 1941 and early 1942 light cruisers were seen in the port, but smaller naval units and large merchant vessels have used the port more recently. Vittorio Veneto Pier (A), Piave Pier (B) and S. Lucia Pier (C) were all shattered, warehouses destroyed and ships wrecked. A destroyer (D) lies on her side in the flooded dry dock near Cantiere Navale Riuniti, shipbuilding Yard (E).

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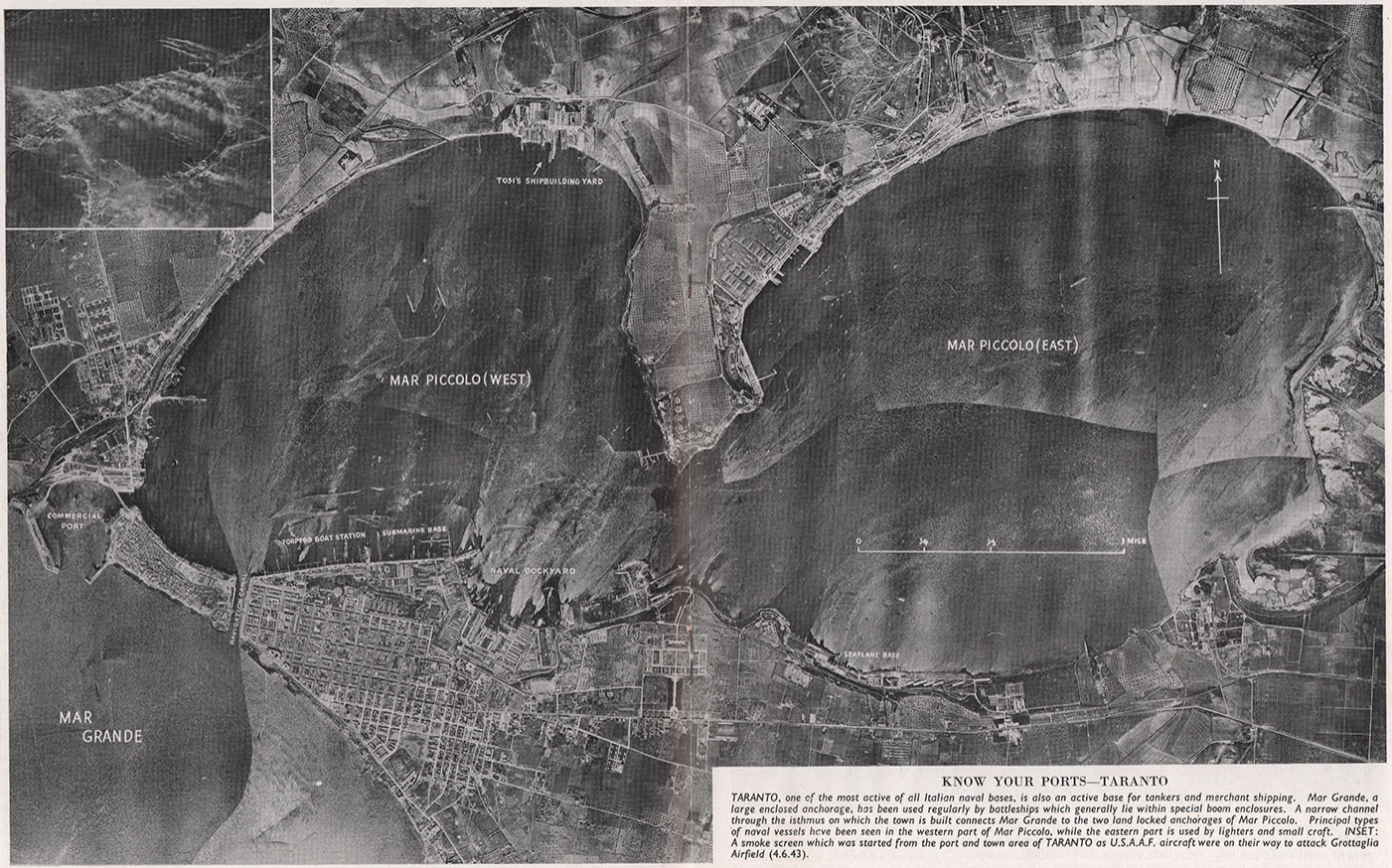

KNOW YOUR PORTS—TARANTO

TARANTO, one of the most active of all Italian naval bases, is also an active base for tankers and merchant shipping. Mar Grande, a large enclosed anchorage, has been used regularly by battleships which generally lie within special boom enclosures. A narrow channel through the isthmus on which the town is built connects Mar Grande to the two land locked anchorages of Mar Piccolo. Principal types of naval vessels have been seen in the western part of Mar Piccolo, while the eastern part is used by lighters and small craft. INSET: A smoke screen which was started from the port and town area of TARANTO as U.S.A.A.F. aircraft were on their way to attack Grottaglia Airfield (4.6.43).

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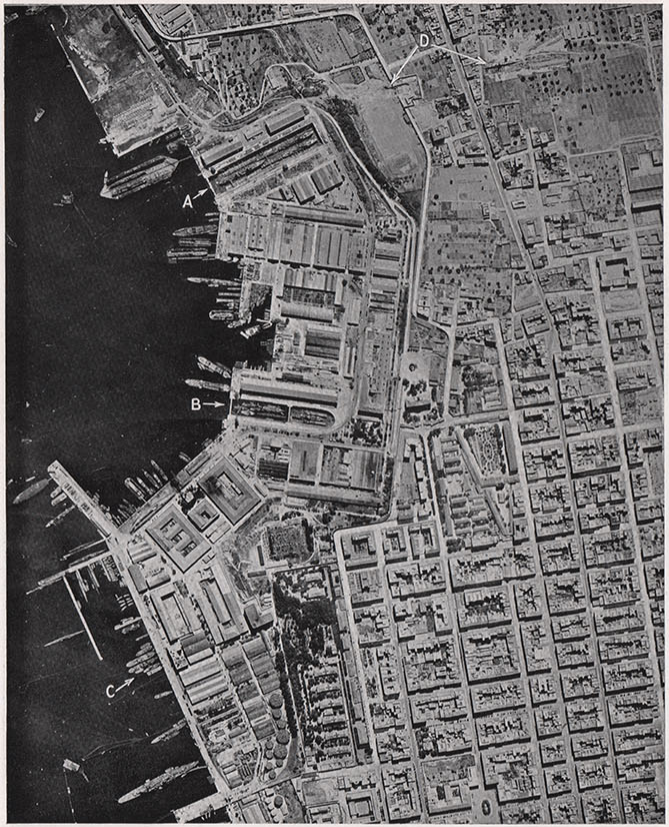
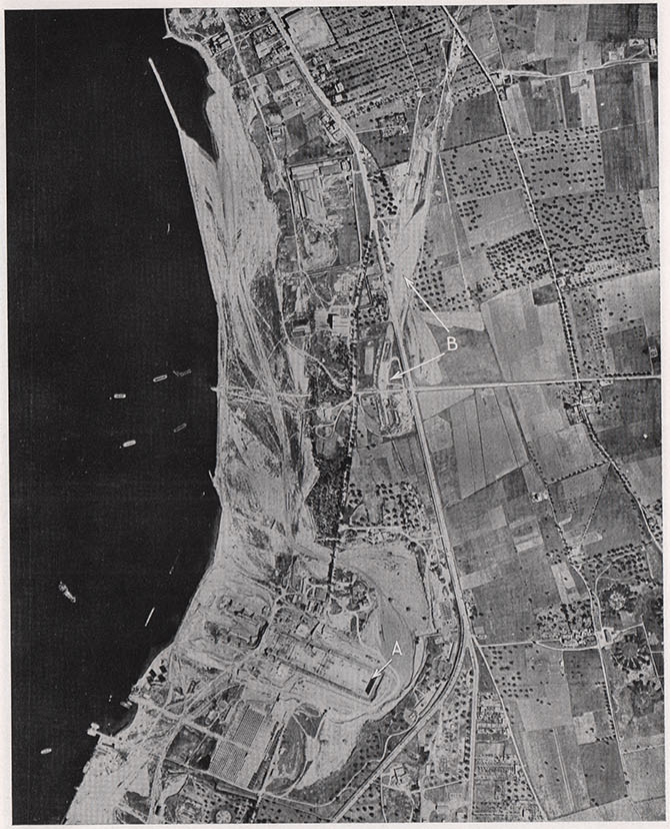


Minor repairs to naval units are carried out at the Naval Dockyard on the south shore of Mar Piccolo (West), TARANTO. The new Dry Dock (A) and Principe di Napoli Dry Dock (B) are used to accommodate all types of naval ships and large merchant vessels. The Submarine Base (C) is also used by major naval vessels. A tunnel is being cut from the Dockyard towards a large dry dock under construction in the Mar Grande (see next page). Excavations are seen in progress at two points (D).



A dry dock (A), which, if completed, would be approximately 1,150 ft. by 150 ft., is being constructed in the Mar Grande, TARANTO. Spoil is being used for reclamation work on the foreshore. Evidence of constructional work on the tunnel from the Dockyard is seen in this photograph. The ground has been filled in (B) over parts of the completed tunnel.

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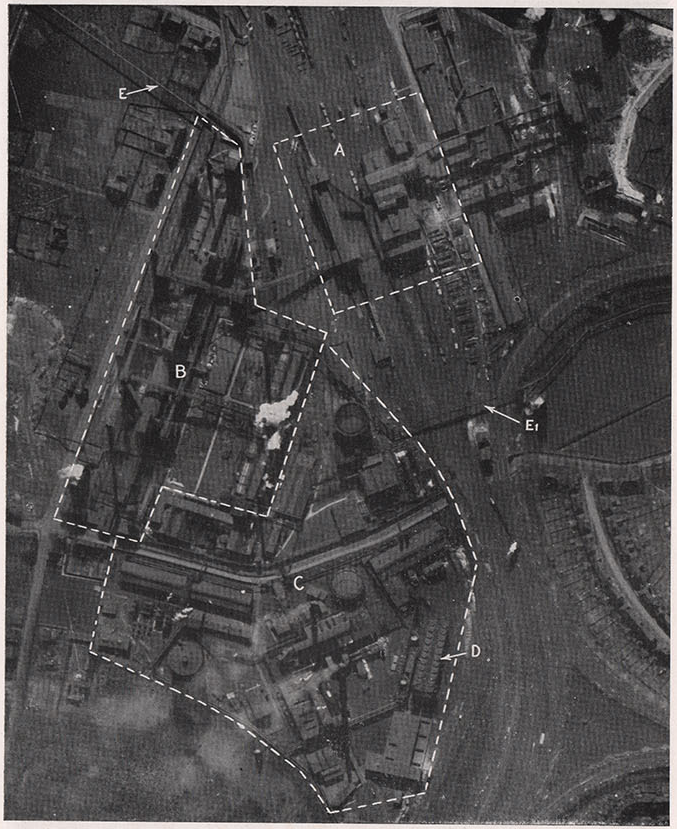

The joint works of Gelsenkirchener Bergwerks, A.G.F. and Thyssen'sche Gas und Wasserwerke, HAMBORN-DUISBURG. Long distance gas is supplied to 29 places and two companies while the colliery has a coal output of 1,800,000 tons per annum. (A) Colliery-head gear. (B) 386 ovens producing coke for the neighbouring iron and steel works and industrial gas. (C) Gas works and by-products. (D) Gas production. (E and E_1) Gas supply lines.

This large railway junction at NEUSS is the western bridgehead of the important crossing of the Rhine at Dusseldorf and from it radiate routes to Cologne (to the south), Duren (south-west), Munchen-Gladbach and Aachen (west) and Krefeld and Duisburg (north). (A) Engine Shed. (B) Passenger Station. (C) Goods Station. (D) Marshalling Yard. (E) Erft Canal. (F) Hafenbecken I. (G) Hafenbecken II. (H) Hafenbecken III.

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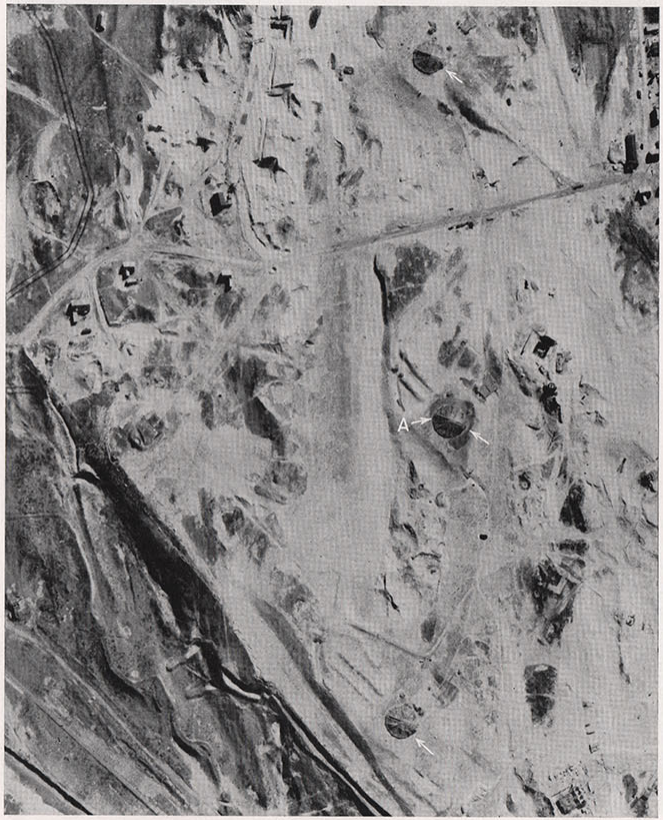
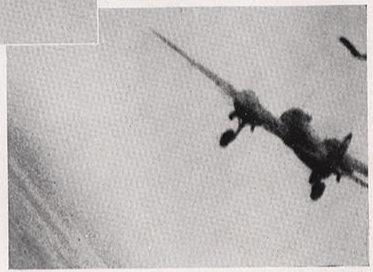


Three positions (arrows) of this four-gun coastal battery at HANSTHOLM, Denmark, have been camouflaged with caps of netting on framework. A long slit (A), through which the barrel of the gun can protrude, is visible in the side of each cap.

FIGHTER COMMAND COMBAT FILM

These shots from a ciné-gun film were taken during a successful attack on a Ju 88 (27.6.43). The undercarriage of the aircraft is down and strikes can be seen on the fuselage.



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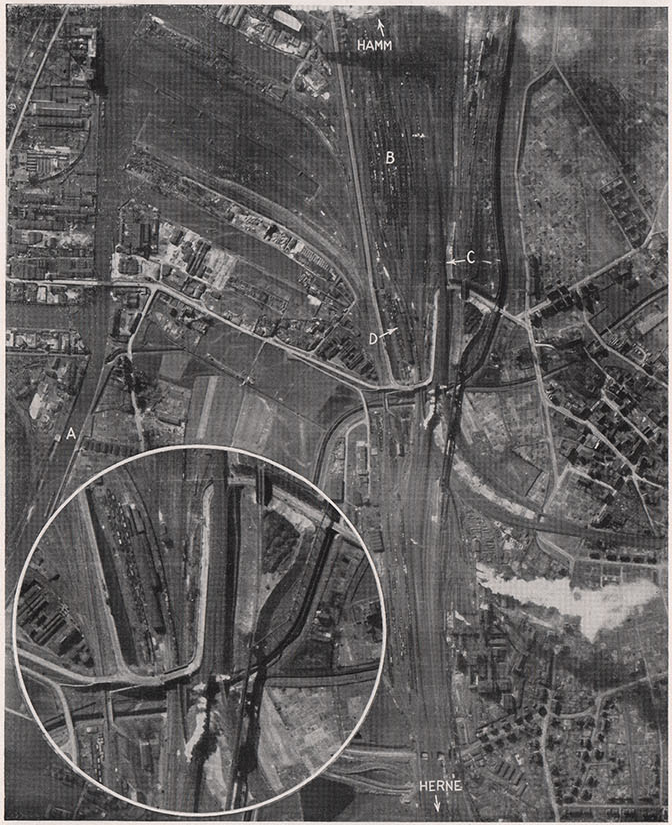

The northern end of the main marshalling yard at DORTMUND. (A) Dortmund-Ems Canal. (B) Main marshalling yard. (C) Through lines. (D) Wagon repair shops. INSET: An enlarged portion showing the road and rail nexus.

Five days after the attack on DORTMUND on 23/24.5.43 the eastern span (A) of the bridge carrying the Westfalia Strasse over the entrance to the main marshalling yard is seen collapsed as a result of a hit. It is obstructing all but three of the roads from the south into the yard (B) and would stop the working of traffic through the yard in a northerly direction. (C) Through lines. (D) Locomotive Depot. Inset: Damaged bridge being cleared away.

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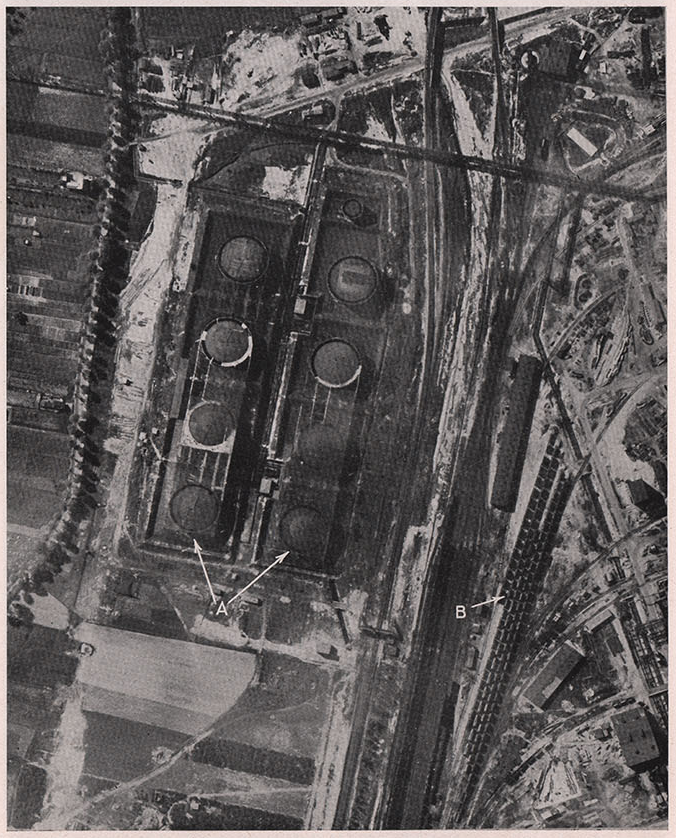
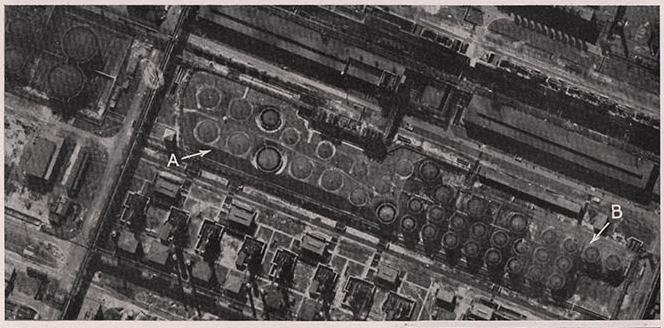


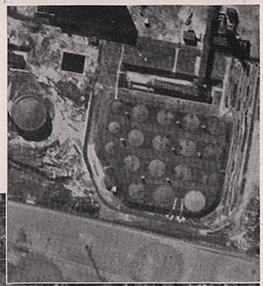
These tanks for feedstocks—pitch, oil residues, etc., made into useful products by hydrogenation—are at the great PÖLITZ synthetic oil plant. The tanks (A) are surrounded by blast walls and the outlines slightly blurred by camouflage netting supported on framework. Tank wagons are in the sidings (B).

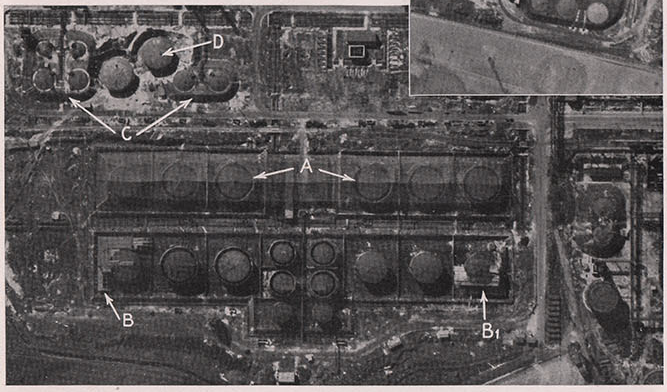


Above: Tanks for half finished products are protected by blast walls. Tanks (A) are earthed up while others (B) are covered with camouflage.

Below: Final products tanks. Six of these (A) are covered with a long rectangle of camouflage netting, while framework for more substantial camouflage is under construction at (B and B_1). Six tanks (C) have been surrounded with earth and two new tanks (D), to be protected in the same way, have just been completed.

Right: A group of tanks, protected by being earthed up, for iso-octane valuable for blending with aviation spirit.





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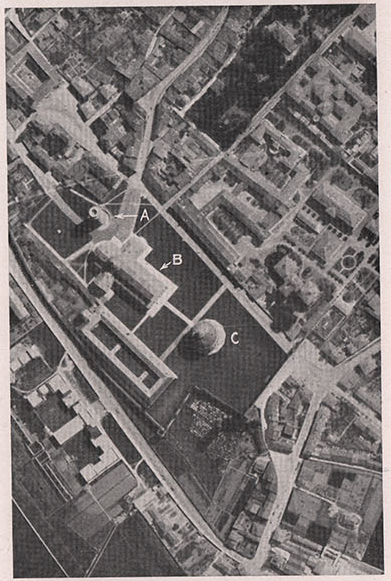
PROBLEM PICTURE.



WHAT ARE THESE THREE BUILDINGS?

Answer at Foot of Page.

ANSWER TO PROBLEM PICTURE ABOVE.

(A) *The round Campanile or Leaning Tower of PISA, partly built in 1174, completed in 1350. It is 181 ft. high and its inclination from the vertical is approximately 15 ft.*

(B) *The Cathedral was consecrated in 1118 and is faced almost entirely with white marble.*

(C) *The Baptistry was completed in 1278 and the roof of the dome and Gothic additions date from the 14th Century. It is 100 ft. in diameter.*

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