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GERMAN NEWS IN GERMAN: 8:00 P.M. EST, March 4th, 1940.

We learn now further details about the combat of a German reconnaissance plane, which had to make a forced landing. The army plane H. E. 111, attempted a reconnaissance flight over Eastern France at an altitude of more than 8,000 metres. In the vicinity of Metz, it was attacked by three French pursuit planes, which opened fire. The French pursuit planes attacked the German reconnaissance plane immediately. The latter returned fire with his machine guns, despite the disadvantage, and struck one of the attacking planes several times. In the course of the air battle, one after the other the two German engines were incapacitated, while an oil cooler went up in flames. Instruments, , and compass were shot. The observer suffered a shot in the upper part of his side. Two of the crew were hit by bullets and killed. Finally the German plane came down into French territory. While attending to their two dead comrades, the two surviving German fliers were under fire on the ground, as in the air, of both guns and machine guns. In spite of this, one of them succeeded in setting fire to the plane.

The two fliers ran speedily, though still open to firing, from the French territory toward No Man's Land. When they had bid farewell to their pursuers, they proceeded beyond the French territory until they reached a small stream. After a short rest, when the wounds of the observer were examined, they set off with light step toward the German telephone station. There in Westphalia, they were overtaken by a scouting troop of German officers who had observed their plight, and hastened to the aid of their brothers in arms. The wounded observer was placed upon a stretcher. He was not in danger of losing his life. The pilot returned immediately for service with his squadron. General Field-Marshal Goering decorated the two survivors for their bravery, with the first and second-class Iron Cross.

The unrest prevalent in England owing to the German air successes, is brought to light by the London Air Ministry. The Ministry must actually