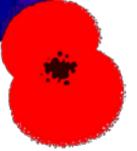




The Bulldog Bulletin



Patron: Her Majesty The Queen

President: Priva Guha British Consul General

The Newsletter of The Royal British Legion
California Branch No 1

February 2013



HAMMERSMIT



HAMPSTEAD



HOLBORN



ISLINGTON



LAMBETH

The Royal British Legion

California Branch No 1

C/O 2616 Snowy Egret Way

Elk Grove, CA 95757



LEWISHAM

E-Mail Address sweetman@britishlegionusa.com

Web Page <http://www.britishlegionusa.com>

Contact Phone No 916-714-0748

RBL Chairman's February report,



For those members who are finding it difficult receiving the Legion Magazine, I thought it may be a useful link.



<http://www.legion-magazine.co.uk/>

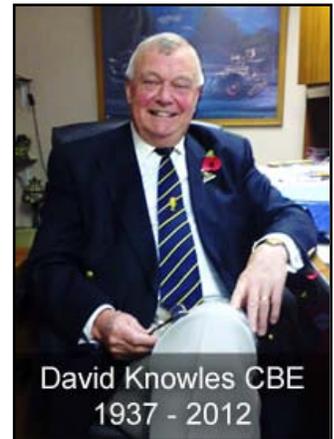
I have just received a letter from Maryrose Knowles informing me of the passing of her husband David Knowles C.B.E., who died 29th September 2012 at the age of 74.

David was a past **National Chairman of The Royal British Legion**. He was also involved with several ex-service charities including Patron of the Poppy Factory in London and St. Dunstons for the blind.

David and Maryrose visited the San Francisco Branch about ten years ago and we became very good friends over the years.

He was very passionate and dedicated to all the Legions endeavors.

The Royal British Legion has lost a great man.



The next meeting will be held Tuesday February 19th at the Veterans War Memorial Building, Van Ness Ave, San Francisco in Room 219 at 6 pm.

Please try your best to make this meeting, as we will be discussing our meeting place for the next two years, and also discussing the meeting we had with the War Memorial Commission and the Poppy Appeal amount that we will be sending back to England.

I will also be changing the password in the members only section of the web-page, as I believe a lot of none members have been able to access it. If you need this new password, please contact me.

British Commando operations during the Second World War

The British Commandos formed during the Second World War, following an order from the British Prime Minister Winston Churchill in June 1940 for a force that could carry out raids against German occupied Europe. Commandos were all volunteers for special service and originally came from the British Army but volunteers would eventually come from all branches of the United Kingdom's armed forces and foreign volunteers from countries occupied by the Germans. These volunteers formed over 30 individual units and four assault brigades.

The commandos would serve in all the theatres of war from the Arctic circle, to Europe, the Middle East and the Pacific. Their operations ranged from small groups of men landing from the sea or by parachute to a brigade of assault troops spearheading the Allied invasions of Europe and Asia.

After the Second World War most of the commands were disbanded leaving just the Royal Marine 3 Commando Brigade but their legacy is the present day Royal Marine Commandos, the Parachute Regiment, Special Air Service and the Special Boat Service who can all trace their origins to the commandos. Their legacy also extends to mainland Europe, the French Naval commandos, the Dutch Korps Commandotroepen and the Belgian Paracommando Brigade can all trace their origins to men who volunteered to serve with the British Commandos.

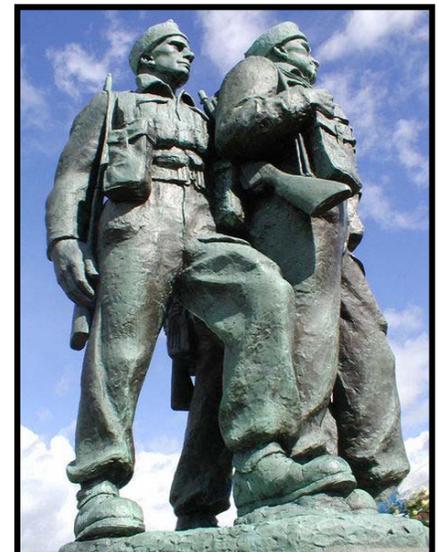


[Click on the link below](#)



http://en.wikipedia.org/wiki/British_Commando_operations_during_the_Second_World_War

The **Commando Memorial** is a Category A listed monument in Scotland, dedicated to the men of the original British Commando Forces raised during World War II. Situated around a mile from Spean Bridge village, it overlooks the training areas of the Commando Training Depot established in 1942 at Achnacarry Castle. Unveiled in 1952 by the Queen Mother, it has become one of Scotland's best-known monuments, both as a war memorial and as a tourist attraction offering views of Ben Nevis and Aonach Mòr



The last Execution in the Tower of London

This historic even occurred on August 14, 1941. German spy, Josef Jakobs, was executed while seated tied to a chair, by an eight man firing squad from the Scots Guards.

The white lint target patch placed over the area of his heart bore five bullet holes from the eight shots fired. Jakobs had parachuted into Britain on January 31, 1941, and broke his leg on landing.

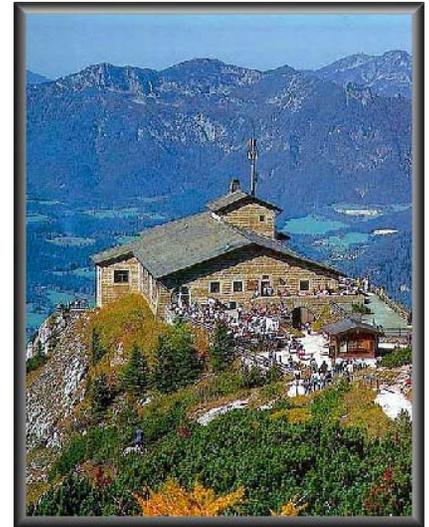
He lay all night in a field until his cries for help were heard next morning.

He is buried in an unmarked grave in St. Mary's Roman Catholic Cemetery at Kensal Green, London. (The chair on which Jacobs sat during his execution is now on display in the Royal Armouries museum in Leeds.)



The Eagle's Nest

This masterpiece of construction was built on the summit of the 6,017 ft wooded Kehlstein mountain high above Berchtesgaden. Officially known as the Kehlsteinhaus, the hexagon-shaped building was built as a conference and entertainment centre for visiting diplomats at the request of Martin Bormann and presented to Hitler on his 50th birthday. The mountain road to the Eagle's Nest is about four miles long and 13ft.4ins wide and passes through five tunnels ending up at a spacious parking-place. Today it closed to ordinary traffic, the only vehicles using it are special busses carrying tourists. The name 'Eagle's Nest' was coined by Francois Poncet the French ambassador after a visit there in 1938. It was never known as a Teahouse but today gets confused with the actual teahouse Hitler used, the Mooslahnerkopf Teehaus, situated not far from his residence, the Berghof.



Hiding Britain's Treasures

Between August 23 and September 2, 1939, Britain's art treasures and other historical artefacts were removed from the National Gallery and transported to Wales for safe keeping. They were eventually housed, 1,750 feet above sea level, in the tunnels of a slate quarry at Manod, near Festiniog in North Wales. Atmosphere was maintained at a steady 65 degrees F. with 40 degrees of humidity. All were returned safely to London in 1945. Contents of the British Museum and the Victoria and Albert Museum were stored in a deep stone quarry at Westwood in Wiltshire. But the best kept secret of all, was the destination of the Crown Jewels. To this day, the hiding place has never been revealed.

Friendly fire (Disaster off Norway)

Only a week after the war broke out, the British submarine Oxley was patrolling off the coast of Norway along with her sister ship HMS Triton. Somehow the Oxley had sailed into the sector patrolled by Triton.

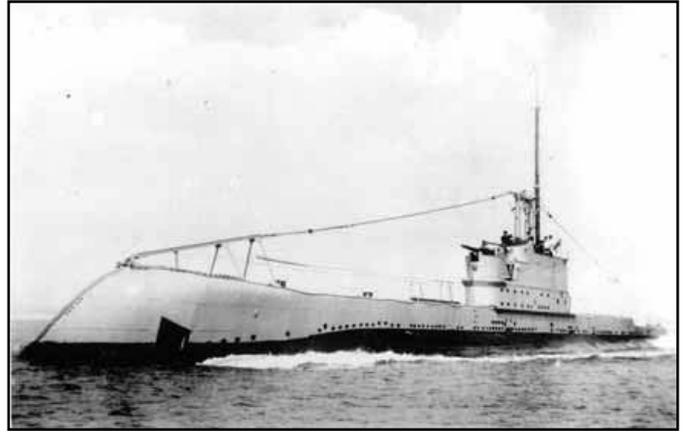
The Commander of the Triton, Lt. Cdmr. Steel, sighted an unidentified submarine on the surface and when challenged received no reply.

Assuming the other submarine to be hostile, he ordered two torpedoes to be fired. The unidentified submarine disappeared, leaving three survivors swimming towards the Triton but one of the swimmers was seen to sink below the water and disappear.

One can only imagine the shock the Triton's crew experienced when they pulled the Oxley's Commander, Lt. Cdmr. Bowerman and one other survivor, Able Seaman Gluckes, out of the water.

They happened to be standing on the bridge when the torpedo hit. Fifty-three of Oxley's crew perished. Apparently the Oxley's signal answering apparatus had malfunctioned and failed to answer in time. Families were notified that the Oxley was accidentally rammed by the Triton and it was not until the 1950s that they were informed that the loss was due to friendly fire.

It's a sad fact that the first British submarine torpedo to explode on target, sank a sister ship. The Oxley was the first submarine to be lost in the war.



Tim decided to tie the knot with his long time girlfriend.

One evening after the honeymoon he was assembling some gear for a hunting trip.

His wife was watching him. She finally speaks.

Honey, I've been thinking, now that we are married I think it's time you quit hunting, shooting, and fishing. Maybe you should sell your guns, your boat and the motorcycle.

Tim gets this horrified look on his face.

She says, "Darling, what's wrong?"

"For a minute there, you were sounding like my ex-wife.

"Ex wife?"

"I didn't know you were married before!"

"I wasn't."

Guaranteed Laughs (or your money back!)
.....

This is the most entertaining juggling act I've ever seen. See what you think. - .

http://www.youtube.com/watch?v=n6mbW-jMtrY&feature=player_detailpage

Tribute to a lost brother: Fully-restored bomber to be one of three Lancaster's still flying in the world

Geoff Pugh for National Post Harold Panton, left, 79, and his brother Fred, 81, with their restored Avro Lancaster "Just Jane" in East Kirkby, Lincolnshire, U.K.

The night he was told that his brother had been shot down, Fred Panton ran off into a barn and hid. "I daredn't go back in the house," says Fred, who was 13 at the time. "I was sure it would hit my mother hard."

His big brother, Christopher, was only 19, but had already been on dozens of raids over Germany when his bomber was attacked by night fighters and exploded in the sky near Nuremberg in March 1944.



That was nearly 70 years ago. Now Fred and another brother, Harold, are building a remarkable tribute to the handsome blond sibling they lost that spring: a fully-restored Lancaster bomber that will soon fly again.

"It's a memorial to my brother and to all the lads who flew in bomber squadrons during the war," says Fred, standing with Harold in the shadow of this magnificent aircraft.

The brothers are 81 and 79 now; they made money farming chickens in Lincolnshire, U.K., and spent much of it in honour of Christopher.

First they bought the old airfield near their old home in East Kirkby, Lincolnshire, and recreated the way it looked under Bomber Command.

Then as the star attraction of a museum there, the brothers bought and began restoring the Avro Lancaster. They nicknamed it "Just Jane" after the popular wartime newspaper cartoon pin-up painted on the side.

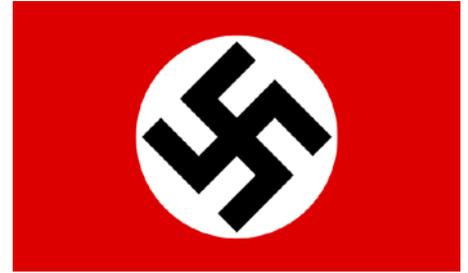
Now they have just taken delivery of the last of four newly reconditioned Rolls-Royce Merlin engines — costing more than \$200,000 each — which will give Just Jane the power she needs to fly again.

Click on the link below

[*Tribute to a lost brother: Fully-restored bomber to be one of three Lancasters still flying in the world*](#)

The ancient Swastika symbol

The Swastika is a very old sacred symbol from near-prehistoric times and referred to in Germany as the Hakenkreuz. There is no evidence that Hitler ever used the word "Swastika". It was traditionally a sign of good fortune and well-being, its name is derived from the Sanskrit 'su' meaning 'well' and 'asti' meaning 'being'. For thousands of years the Swastika symbol had given courage, hope and security to millions. It predates all former known religions and it is well-known in Hindu and Buddhist cultures and used by the Aryan nomads of India in the Second Millennium B.C. Unfortunately, Nazism has turned the Swastika into a hate symbol. Hitler displayed the symbol on a red background 'to win over the worker' and it had an hypnotic effect on all those who supported the Nazi movement. In his book *Mein Kampf*, Hitler wrote "In the red we see the social idea of the movement, in the white, the Nationalist idea and in the Hakenkreuz the vision of the struggle for the victory of the Aryan man."



Why the Nazis bombed Dublin

One of the great mysteries of the Second World War is a step nearer being solved, reports Robert Fisk

THE GUILT-STRICKEN confession of an ex-Luftwaffe pilot, the schoolboy memories of an Irish-born British army officer and a pile of 50-year-old intelligence files have conspired to re-open the great mystery of Irish neutrality in the Second World War: why did Germany bomb the "open" city of Dublin on the night of 31 May 1941?

The attack on the North Strand in Dublin killed 34 Irish civilians and wounded 90, prompting apologies from Nazi Germany and claims by the British that de Valera's neutral Ireland was at last paying the price for "sitting on the fence" during the war against the Third Reich. After the war, Germany paid compensation to the Irish Republic for what it described as a military error, while British intelligence officers suggested that the German aircraft - en route to a target in the United Kingdom - had been deliberately steered towards Dublin by RAF experts who had "bent" the Luftwaffe direction-finding radio beams.

Now an elderly German - living in Canada and calling himself only Heinrich, but insisting he was one of the Luftwaffe pathfinder pilots on the night of the Dublin bombing - has broadcast an appeal for forgiveness over RTE, Irish state radio. He was asked to bomb Belfast, he said, but his two squadrons of 30 aircraft approached Dublin by mistake. "Please forgive me for this mistake which was beyond our control," Heinrich told reporter Micheal Holmes. "There was no wrongdoing on our side. Everybody was upset, not only the members of the [German] air force, but politically as well."

Heinrich, however, muddied the moral waters by expressing admiration for Hitler - "I thought him quite a guy," he said. "I was impressed because he let me criticise my boss [Air Minister] Goering. I thought he was a very kind man. I say he was a weakling because he was too kind." And Heinrich did not express any sorrow for the people of Belfast, supposedly the real target that night, who endured two terrible nights of Luftwaffe raids the previous month in which almost 1,000 Protestant and Catholic civilians were slaughtered by hundreds of Luftwaffe bombers.

Enter, then, Colonel Edward Flynn, second cousin of neutral Ireland's Minister for Coordination of Defensive Measures, one-time British army officer and former special adviser to the Bahraini government. "I was home in Ireland from my boarding school in England and I remember hearing a broadcast by William Joyce [Lord Haw

Haw] in which he warned that Amiens Street railway station in Dublin might be bombed," he said. According to Colonel Flynn, Joyce took exception to the large number of Belfast bombing refugees arriving by the hundred at Amiens Street. The station, now called Connolly after one of the the executed leaders of the 1916 rising, was only a few hundred yards from North Strand, where the German bombs exploded.

"I also remember Joyce complaining that the Irish were shipping cattle to Britain from the docks at Dundalk and threatened that it would be bombed if this continued," Colonel Flynn said. "And my father and I were in Dundalk the night a German aircraft bombed the quayside there a few days later. It was a clear night and we actually saw the plane coming in from the north." Dundalk, a tiny port on the Irish east coast, was indeed shipping cattle to Britain during the war.

A contemporary issue of the Irish Independent reported, under heavy censorship, that the aircraft's origins were "unknown", but a spokesman for the Irish army's Archives in Dublin explained last week that intelligence files compiled after the attack on George's Quay, Dundalk, in the early hours of 4 July 1941, noted that the aircraft had approached from the north (as Flynn described it) and that a bomb fragment bore "the imprint of the German eagle".

Histories of the Luftwaffe's Blitz on Britain later suggested that in their efforts to deflect the bombers, British scientists had "bent" the German radio direction beams - the Knickebein or "crooked leg" system of navigation - and sent German aircraft in the direction of neutral Ireland. In fact, the British could not "bend" the beams, which were sent out from occupied France and Norway. But they could interfere with the radio signals and force aircraft to lose their way.

An intriguing series of reports from the once secret intelligence files of the Irish army suggest that this had already happened on 28 May 1941 - two days before the Dublin bombing - when large numbers of aircraft, almost certainly German, flew up the Irish coast and then became confused when they reached the Irish capital. Many of them were then heard to drop their bombs over the sea after presumably realising they were not over a UK target.

Irish neutrality has thrown up many myths. Churchill, outraged that the Irish Prime Minister Eamon de Valera refused to loan Britain three former Royal Navy ports which the pre-war British government had handed back to Ireland, believed that de Valera was secretly allowing U-boats to refuel in west of Ireland ports and their crews to come ashore - a claim later proved to be false. The British were obsessed that the German legation in Dublin would radio prior information about the D-Day landings to Germany, even though Irish army intelligence had already removed the Germans' radio set. Almost every German spy parachuted into Ireland was captured at once.

But the bombing of Dublin remains one of the great mysteries. Did Berlin wish to punish de Valera for sending his fire brigades north to help Belfast after the April bombings in Northern Ireland? Did Germany wish to warn Ireland against sympathising too greatly with Belfast victims of the Blitz? Or were the Germans angry at Ireland's trade with Britain?

Oddly, a German broadcast three weeks before the Dublin bombings warned that "to gain their ends, the British intend to bomb Eire and then declare that this crime was carried out by Germany". But the bomb fragments, Germany's apology and now Heinrich's admission make it clear that the Luftwaffe was to blame. Had the bombers been misled by the British? Quite probably, although they would not have been able to redirect the planes. But given Churchill's state of suppressed fury with de Valera, the British would probably not have been upset if they had sent the Luftwaffe off to bomb Dublin.