



# appetizer WW2 Trivia

Who's the wizard kid of history in your group? Test how much you remember about the Second World War by answering the quiz questions below.

1. Who was proud to wave a signed agreement in 1938 after making a pact with Hitler in Munich, declaring "peace in our time" (which in fact lasted less than a year)?  
a. Neville Chamberlain    b. Winston Churchill    c. F. D. Roosevelt
2. When did Britain and France declare war on Hitler?  
When the Germans invaded...  
a. Czechoslovakia    b. Poland    c. Belgium
3. What was the union between Italy and Germany called?  
a. The New Deal    b. The Allied Forces    c. The Axis
4. What was Benito Mussolini's nickname?  
a. Il Deuce    b. Il Dolce    c. Il Duce
5. What did Hitler want for his countrymen?  
a. Lebenslauf    b. Lebensraum    c. Liebestraum
6. Where did the French puppet government operate from during the German occupation?  
a. Vichy    b. Evian    c. Perrier
7. Who was Churchill talking about when he said that never before in history had so many owed so much to so few?  
a. His government    b. RAF pilots    c. The French Resistance Movement
8. London was heavily bombed by German planes heavily, sometimes on 57 consecutive nights in 1940. Over a million buildings were destroyed. What was this operation called?  
a. Luftwaffe    b. Wehrmacht    c. Blitz
9. When did Hitler attack the Soviet Union?  
a. In 1939    b. In 1941    c. In 1943
10. Who led the Russian troops in Stalingrad?  
a. Vyacheslav Molotov    b. Grigori Zhukov    c. Joseph Stalin
11. Who beat Erwin Rommel's troops in the battle of El Alamein in 1942?  
a. Allenby    b. Eisenhower    c. Montgomery
12. What was Eisenhower's first name?  
a. Dwight    b. Duane    c. Delano





# 3 Band of brothers

The Invasion of Normandy in the Second World War was a massive undertaking, carefully planned but with no certainty of success. The Allied Forces were not only using a fleet of ships to transport their men, they also had airborne rapid deployment troops to parachute behind the enemy lines. One such group was E Company, trained in America and shipped over to England in preparation for the invasion. Here Lieutenant Winters, Sergeant Lipton and other men from Easy Company recall their flight over the English Channel on the eve of D-Day, June 6, 1944.

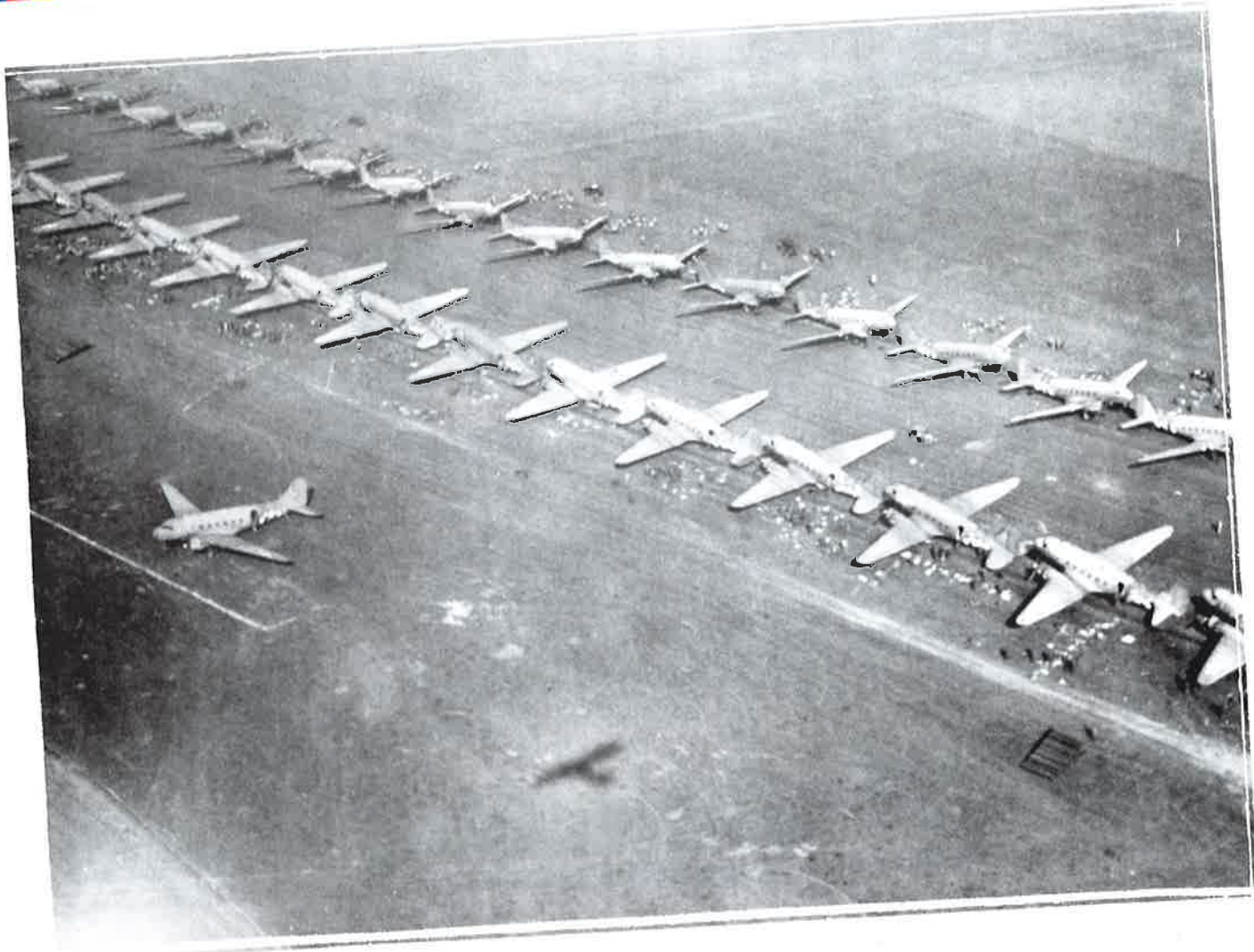
At 2310 the C-47s began roaring down the runway. When they reached 1,000 feet, they began to circle, getting into a V of Vs formation, three planes to each V. As they straightened out for France, most of the men found it difficult to stay awake. This was the effect of airsickness pills. Through that night, and into the next day, paratroopers had trouble staying awake. Joe Toye did fall asleep on his flight: "I was never so calm in all my life," he recalled. "Jesus, I was more excited on practice jumps."

On Winters's plane, Pvt. Joe Hogan tried to get a song going, but it was soon lost in the roar of

the motors. On Gordon's plane, as on most, men were lost in their own thoughts or prayers. Pvt. Wayne Sisk of West Virginia broke the mood by calling out, "Does anybody here want to buy a good watch?" That brought a roar of laughter and a lessening of the tension.

Winters prayed the whole way over, prayed to live through it, prayed that he wouldn't fail. "Every man, I think, had in his mind, 'How will I react under fire?'"

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With Lieutenant Schmitz in hospital, Sergeant Lipton was jumpmaster on his plane. The pilot gave the paratroopers a choice; they could ride with the door off, giving them fresh air and a chance to get out if the plane was hit, or ride with the door in place, which would allow them to smoke. They chose to take it off, which allowed Lipton to lie on the floor with his head partly out the door. Most of the men were asleep, or nearly so, a consequence of the airsickness pills.

As the C-47 crossed the Channel, Lipton saw a sight no one had ever seen before, nor would anyone ever see again, a sight that every man who was in the air that night never forgot: the invasion fleet, 6,000 vessels strong, heading toward Normandy.

Gordon Carson was with Lieutenant Welsh.

As the plane crossed the Channel, Welsh told the men near the front, "Look down." They did, "and all you could see was wakes. No one ever saw so many ships and boats before." Carson commented, "You had to be a little bit awed that you were part of a thing that was so much greater than you."

\* \* \*

At 0100, June 6, the planes passed between the islands of Guernsey and Jersey. In his plane, the pilot called back to Winters, "Twenty minutes out." The crew chief removed the door of the plane, giving Winters, standing No. 1, a rush of fresh air and a view of the coast. "Stand up and hook up," he called out. The red light went on.

At 0110, the planes passed over the coast and into a cloud bank. This caused the formation to

55 break up. The lead V plowed straight ahead,  
but the Vs to each side veered off, the one to  
the right breaking away in that direction, the one  
on the left over the opposite way. This was  
the natural, inevitable reaction of the pilots,  
60 who feared midair collisions. When they broke out  
of the cloud bank, which was only a mile or two  
across, every pilot was on his own. Only the lead  
pilots had the device that would lead them to  
the Pathfinders' Eureka signals; with the formation  
65 gone, none of the others knew when or where to  
turn on the green light. They could only guess.

Lost, bewildered, frightened, the pilots  
immediately had another worry. Antiaircraft fire  
began coming up at them, blue, green, and red  
70 tracers indicating its path. It was light stuff, 20 and  
40 mm. When it hit the planes, it made a sound like  
rocks being shaken in a tin can. On Harry Welsh's  
plane, some ack-ack came through exactly where  
he had been sitting a minute before.

75 The pilots were supposed to slow down before  
turning on the green light, but as Gordon put  
it, "here they were thrust into the very jaws of  
this violence and they had never had one minute  
of combat experience, so they were absolutely  
80 terrified. And rather than throttle down, they were  
kind of like a fellow thinking with his feet, they  
thought with that throttle. And they said, 'My God,  
common sense will tell me the quicker I get out  
of here, the better chance I have of surviving, and

85 that's unfortunate for the boys back there,  
but be that as it may, I'm getting out of here."

So they increased speed, up to 150 miles per  
hour in many cases, and although they did not  
have the slightest idea where they were,  
90 except that it was somewhere over Normandy,  
they hit the green light.

Men began shouting, "Let's go, let's go."  
They wanted out of those planes; never had they  
thought they would be so eager to jump. Lipton's  
95 plane was "bouncing and weaving, and the men  
were yelling, 'Let's get out of here!'" They were only  
about 600 feet up, the 40 mm antiaircraft tracers  
coming closer and closer. "About the time  
the tracers were popping right past the tail of  
100 the plane," Lipton remembered, "the green light  
went on." He leaped out. Pvt. James Alley was  
No. 2, Pvt. Paul Rogers No. 3. Alley had been told  
to throw his leg bag out the door and follow it into  
the night. He did as told and ended up flat on  
105 the floor with his head and half his body out of  
the plane, his bag dangling in the air, about to pull  
him in half. Rogers, who was "strong as a bull,"  
threw him out the door and jumped right behind.

... Thus did 13,400 of America's finest youth,  
110 who had been training for this moment for two  
years, hurl themselves against Hitler's  
Fortress Europe.

*From Band of Brothers by Stephen E. Ambrose*



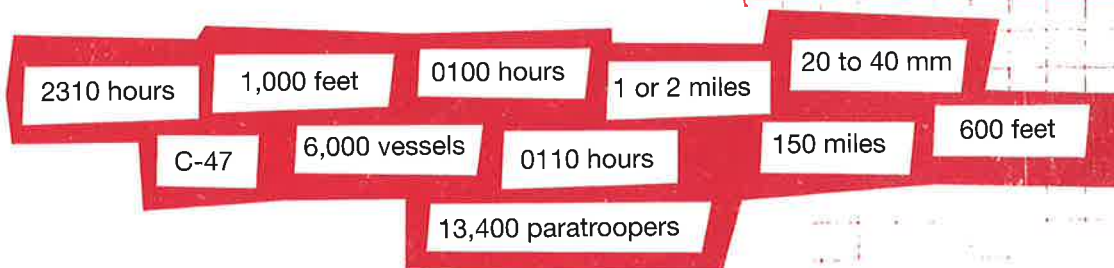
### Stephen E. Ambrose

Stephen E. Ambrose (1936–2002) was one of America's most popular historians and biographers. He entered college as a pre-med student, but his first college-level class in American history made him change directions. After completing a doctorate in history, he began a 30-year teaching career at the University of New Orleans, a city he had fallen in love with on a chance visit during a spring break. In his literary output he covered a wide range of topics, from presidential biographies on Eisenhower and Nixon to accounts of the early history in the mapping of North America. Today he is perhaps best known for his books on the Second World War. His *Band of Brothers*, depicting the actions of American paratroopers from D-Day to Hitler's Nest, was later turned into a successful TV series.

pre-med lääketieteelliseen tiedekuntaan pyrkivä

**A. There's safety in numbers**

Use these figures to retell the story in your own words.

**B. Watch out, Adolf! Here we come!**

Have another look at the text and find how the bits *in italics* were said.

1. Paratroopers *found it difficult not to fall asleep.*  
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2. The pilot *let the paratroopers choose* whether to have the door open or not.
3. Sleepiness was *the result of pills meant to relieve nausea due to the flight.*  
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4. The cloud bank *made the planes get dispersed.*
5. Pilots were *afraid of crashing into other planes in the air.*
6. *All the pilots had only themselves to rely on.*
7. The pilots were *expected to decrease speed* before they switched on the green light.
8. Each pilot was like *somebody running away in panic.*
9. *If I get out of here soon, I might not die.*
10. That's why they *made the planes go faster.*
11. *They had never imagined they would look forward to jumping so much.*
12. The leg bag was *on the verge of cutting Alley in two pieces.*

**C. The sooner the better**

Find how the text expressed this idea: 'mitä nopeammin pääsen pois täältä, sitä parempi mahdollisuus minulla on selvitä'. Then use the construction and translate the sentences.

1. Mitä nopeammat joukot, sitä suurempi mahdollisuus heillä on onnistua.
2. Mitä hämmentyneemmäksi tunnet itsesi, sitä vaikeampaa on toimia.
3. Mitä pelästyneempiä lentäjät ovat, sitä väistämättömämpi on törmäys ilmassa.
4. Mitä lähempänä maata olet, sitä tärkeämpää on avata laskuvarjosi.
5. Mitä innokkaampi olet aloittamaan, sitä pikemmin voimme valloittaa linnoituksen.

**D. Any ideas?**

How well do you remember the indefinite pronouns? Fill in the missing parts. The text will help you with the first five sentences.

1. There were three planes to \_\_\_\_\_ . (*kuhunkin V-muodostelmaan*)
2. Over the Channel, the men saw a sight \_\_\_\_\_ : a fleet of 6,000 vessels. (*kukaan ei ollut nähnyt aiemmin*)
3. After the cloud bank, \_\_\_\_\_ . (*jokainen lentäjä oli omillaan*)
4. Only the lead pilots were able to use the signals; \_\_\_\_\_ when it was time for the green light. (*kukaan muista ei tiennyt*)
5. Unfortunately, \_\_\_\_\_ . (*lentäjillä oli toinenkin huoli*)
6. \_\_\_\_\_ was forced to deal with antiaircraft fire. (*Jokaisen heistä*)
7. They had two choices: \_\_\_\_\_ . (*toinen oli huono, toinen vielä huonompi*)
8. \_\_\_\_\_ slowed down, as they were supposed to, while \_\_\_\_\_ increased speed. (*Toiset lentäjät; toiset*)
9. \_\_\_\_\_ said the pilots were just thinking with their feet. (*Joku miehistä*)
10. This was the pilots' first combat experience but \_\_\_\_\_ would probably have done any better. (*kukaan kokenut lentäjä ei*)

**Fortune cookie**

To avoid misunderstandings during radio or telephone conversations, difficult words or names are spelt out letter by letter using words for letters. For example, Easy Company was officially E Company, but Easy was used to denote E and that is how it got its name.

Here is a list of the standard phonetic alphabet used by Nato:

ALPHA	HOTEL	OSCAR	VICTOR
BRAVO	INDIA	PAPA	WHISKEY
CHARLIE	JULIET	QUEBEC	X RAY
DELTA	KILO	ROMEO	YANKEE
ECHO	LIMA	SIERRA	ZULU
FOXTROT	MIKE	TANGO	
GOLF	NOVEMBER	UNIFORM	





### E. Eyewitness accounts

Here are three stories of soldiers who lived through D-Day. Choose the best alternatives.

#### Edward J. Regan

Edward J. Regan was a coal miner from Pennsylvania who had spent his working life underground **(1) until / unless / as long as / as soon as** he enlisted in the army. He certainly wasn't used to **(2) be exposed / being exposed / expose / exposing** like that. His landing craft had run aground on a sandbar off Omaha Beach and the first men off the ramp **(3) are killed / were shooting / was taken / had been wiped out** by machine-gun fire.

Regan scrambled over the side of the boat into water and sank like a stone. He freed himself of his heavy equipment and somehow made it ashore. **'(4) It was / There were / It looked / I can see** bodies floating in the water, the machine-gun fire seemed to be coming from everywhere. My lungs were **(5) full / filled / heavy / bursting** of seawater, but if I stood up, I was dead,' he later recalled.

It was **(6) in / at / on / for** this moment that legendary war photographer Robert Capa held his camera **(7) overhead / underneath / beside / below** and, sheltered from the bullets, captured Regan in a famous photo. Regan later said his combat **(8) use / useful / usefulness / usage** was 'zilch', conceding that 'most of the men who splashed ashore were in the same condition if not much worse'.

After the war, Regan went to university, **(9) despite / regardless of / with regard to / thanks to** a government scheme for veterans, and worked for the US Department of Health until his death in 1998 aged 75. He remained unimpressed with the fame the photo brought him and insisted Capa **(10) may have chosen / shouldn't have photographed / could have focused / must have picked** on anyone coming ashore.



### John Steele

John Steele's story is one of the most famous of D-Day. He's the helpless GI whose parachute became **(11) unstuck / entangled / unfurled / visible** on the church steeple of Ste-Mere-Eglise. Shot in the foot, he played dead and was stuck for two hours **(12) whereas / meanwhile / while / in case** battle raged beneath him.

He was captured when a German sent to cut his body down **(13) founded / finding / had founded / found** him still alive but escaped two days later to rejoin his unit. Private Steele became a hero in the village, where a bar was named after him. He had trouble **(14) adjusting / to adapt / to be adopted / reliving** to civilian life after the war and developed a drink problem.

'He was tough as **(15) nails / rain / gold / dirt,**' says his brother-in-law Ralph Chase. 'When he got throat cancer in 1967, the doctor told him that he must never smoke or drink again. He lit a cigarette and replied: "Let's talk this over in a bar".' Steele died in 1969 but **(16) is made alive / has been immortalised / can still be seen / is no longer mortal** in Ste-Mere-Eglise by a life-size effigy which hangs from the steeple to this day.

### Bill Millin

Bill Millin can never forget the moment his commander Lord Lovat called 'How about a tune, piper?' as their landing craft **(17) came closer / closing in on / saw / approached** Sword Beach. 'There were tanks all around, people getting shot and the most terrible noise,' Millin recalled.

'I asked **(18) did he want / would he care / where did he want / if he wanted** me to walk up and down and he said, "Yes, if you don't mind". When you're young and foolish and fit you don't think **(19) - / about / to / for** the danger. Shells were bursting in the water. Two tanks were burning. It was pure noise and confusion. I held the pipes above me and struggled through the water, still playing. Wounded and dead soldiers were **(20) lying / lain / laid / laying** with blood pouring from them, but there was nothing we could do. I will see their faces until the day I die. Afterwards, Lord Lovat said to me, "You were a true **(21) Scotsman / Scottish / Scotch / Scots** when you led the greatest invasion in history".'

Millin's pipes were wrecked by shrapnel four days after D-Day. 'We asked two German snipers we had captured why they hadn't shot the piper. They simply said, "Dummkopf". They thought I was mad.'

*Based on an article in The Mail on Sunday, 6.6.2004*