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Libuše Krausová

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Libuše Krausová**

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Libuše Krausová

Vedoucí práce:

PhDr. Alice Tihelková, Ph.D.

Katedra anglického jazyka a literatury

Fakulta filozofická Západočeské univerzity v Plzni

Konzultant:

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Prohlašuji, že jsem práci zpracoval(a) samostatně a použil(a) jen uvedené prameny a literatury.

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1 INTRODUCTION

The thesis aims to gather and present information on how the Czech pilots who fought in the RAF during the World War II. perceived England. The topic was selected due to my long-term interest in the history of the Czech men fighting for their country in the British Royal Air Force and my conviction of the necessity to continue studying and commemorating their experience and courage. In researching the topic I intended to discover the opinions and viewpoints of the pilots regarding Englishmen and England in every aspect possible as well as to portray the military and political background which influenced the position of the Czech pilots during the World War II.

The first part of the thesis is devoted to explaining the pilots' motivation to fight and also their reasons to leave the Protectorate. The work commences with the description of the historical background and continues with a delineation of the attitudes of the European countries towards the Czech pilots. It also pursues the political motives which influenced the countries and by which they made their decisions regarding the pilots. Firstly, I provide the description of the countries such as Poland, France and the UK from the Czech pilots' point of view. Secondly, the approach is reversed and the attitude of the governments towards the pilots is also explained.

The second part discusses the RAF and concerns the organization of the Czechoslovak Air Army in Britain.

The third part of the thesis is devoted to the exploration of the source texts (biographies of the Czech pilots and other texts which they authored or which were based on their memoirs) with the aim of revealing what the pilots really thought about England. Among the publications studied and analyzed was, for example,

'*Letec Alois Vašátko*' by Adolf Vrána, '*Challenge in the Air*' by M.A. Liskutin, '*Velitel Stíhacího Letectva*' by Zbyněk M. Duda, '*Jak se plaší smrt*' by Antonín Liška or '*Nebeští Jezdci*' by Filip Jánský. I also focus on describing the milieu in which the pilots lived as well as elements which influenced the pilots' opinions.

The quoted parts are in the majority of cases translated from the Czech language. The non-translated quotations are marked by *. The originals of the Czech texts can be found in Appendix 1.

2 HISTORIO - POLITICAL PART

2.1 Historical Background

At the end of the Great War Germany was dissatisfied and humiliated by the Treaty of Versailles. In the year 1933 Adolf Hitler seized control of Germany and started to prepare the country for World War II, during which Germany signed various treaties forbidding them to attack co-signatory countries. However they did not observe the terms of these agreements. Europe did not want any conflict during the time when the Munich Agreement(29.9.1938) was to be signed. As a result France and Great Britain betrayed the republic of Czechoslovakia by refusing to go to war. To their surprise The Second World War began on the first of September 1939. [1]

2.2 Czech Pilots: WE DO NOT WANT TO CAPITULATE

On the 15th of March 1939 Czechoslovakia was forced to a complete surrender - the Nazi occupation had started. The Government did not take any steps against the occupation nor did they attempt to resist. They gave up without any fight, any bloodshed.[2]

The behaviour of the occupiers was described by Z.M. Duda as follows:

'The first steps of the occupiers led to garrison commands, to airports, to military depots, to barracks, to air factories and to workshops.'[3]

The army had to hand over everything they possessed, including aircraft or air bases. The pilots had no chance to change the score, but they were far from the total submission.

As Zbyněk M. Duda pointed out, on the other hand, there were some air commanders who impelled their subordinates to join Luftwaffe and Lufthansa.

'The German army was highly concerned with

recruiting Czech pilots, being rightfully aware of their abilities and considering them as the most competent ones. The way they lured them was functioning and many times it resulted in the shame of Czechs.'[4]

Those who were sufficiently proud and brave to refuse the proposal of Germans, but who could not stand the state of idleness, stood between two alternatives: to stay home and become involved in an illegal fighting against Germany or to leave. However, in this time nobody could be absolutely sure about the commencing of the war. Everything indicated the war was near and future was entirely unstable.[5]

In spite of uncertainty, many of the pilots started to think about leaving. They collected information about how to cross the borders, they prepared themselves for the journey, searching for allies who could help them to get out of the tie-handed Protectorate Bohemia and Moravia. They were members of the army, ones who promised to protect their country - Czech pilots, who were trained to fight. And fight they would![6]

2.3 Crossing the Borders

Illegal departures of the Czech pilots were described by Zdeněk Šmoldas as follows:

'Immediately after the 15th of March there was not even one train on the railway track from Prague to Moravská Ostrava which would left its station without Czech pilots as passengers. They tried to look as casual and calm as possible. Nowadays we are not able to find out (not even from historical sources) who was the first to leave the protectorate.'[7]

The pilots fled to Poland either as individuals or in groups. Mostly they went on foot. Some of them were also thinking about leaving by planes but this option was almost impossible. Planes, as well as airports, were seized by Germans who emptied aircraft tanks and guarded airfields. Z. Šmoldas portrayed the crossing itself in a following way:

'They were crossing the borders by many means. In the vast majority of cases they went on foot, they had guides to show them the way which mostly led from Hamry - Bílý Kříž to Dolní Lomná or from Frýdek to Ligotkak.'[8]

The guides who participated were members of the organization 'Defence of the nation' (Obrana Národa) and people who were willing to help. Pilots did not have the knowledge of people who guided them, therefore there was a lot of cases of misleading or informing on pilots. The crossing of borders is described minutely in the memoirs of the Czech pilots. František Fajtl put down to his diary a following note:

'Early in the morning of the 11th of June we set out to Rožnov and then to Hutiska-Solanec. We looked like backpackers. Following instructions of lieutenant Zbořil, we searched for the director of school in Zákopčí, Cyril Mach. After a short talk we went back to the Baroš's Pub from where we left in 11 o'clock to the mountains. We went by his car "Praga"... We climbed a steep bank and became exiles. In a couple of minutes we met Polish customs officers. They stopped us and without any violence gestured to us to follow them.'[9]

Josef Duda mentioned the leaving in his diary as well:

'Woke up at 4 o'clock. The morning is very cold but shiny. The train is leaving at 5:03 from the Vítkovice station. Arrival through the bridge to Místek where we should meet the woman who is to prepare the way for us. The meeting place was set 500m up stream away from the bridge, next to the footbridge. As a tell-tale sign I received a blue hankie... The road leads through Místek and Dobrá to Pazderna where is set a frontier house. Chiefly, we are passing through villages - on the road to the end of a forest and then between fields.'[10]

Adolf Vrána, the author of the book '*Letec Alois Vašátko*', also touched the leaving of the Czech pilots:

'The following day we are leaving as tourists to Radhošť. We are staying for the night there and the next day we are in Kunčičky. As Pavel instructed, we should leave by the cargo train to the Poland from there. However,

something went wrong and our leaving should be postponed again. For the sake of this, we are going back to Moravská Ostrava to the eatery which is well known to us. It was decided there, that we should cross through Bílý Kříž tomorrow. Our landlord will lead us.'[11]

2.4 Poland

2.4.1 Czech Pilots' Point of View

Those who went through the difficult path and came to Poland, were not treated the way they hoped they would be. There were significant discords between Czechoslovakian emigrants. The Czechoslovakian army in Poland was, for a long time, not established. Émigrés were situated in unsuitable quarters and nobody seemed to care about them. It looked like Poland was not interested in help to Czechoslovakian army forces. For more the Polish government stayed in the state of ignorance for too long. Members of Czechoslovakian bourgeois emigration started to negotiate the transporting of pilots to France and Great Britain.[12]

Z.Šmoldas observed:

'As a result of extended and prolonged negotiations, French government offered to accept roughly 4.000 of Czechoslovakian soldiers to join the notoriously known Foreign Legion.'[13]

According to the treaties, the soldiers were supposed to sign to the Legion for 5 service years, but they were promised to be waived this obligation in case of the outbreak of the war. It was believed that if the war really broke out, the Western countries like France and Great Britain would carry the burden of the substantial combats. The author of the book '*Českoslovenští letci v boji proti fašismu*' also states:

'For this reason was decided to shift the Czechoslovakian military units to the West. In Poland should stay just a symbolic troop.'[14]

Even though France was not as much popular between pilots due to the Munich Agreement, which was still very fresh in their memory, they decided to leave Poland and fight in France.

2.4.2 Polish Government's Point of View

As stated before, the Polish government was not much concerned about Czech pilots, especially before the War broke out. Nobody understood why Poland did not want to accept new reinforcements. It was particularly not clear why Poland did not want to cooperate with their neighbours, there could have been originated relatively tight relationships. However, there could be found significant reasons why Polish government attempted to stay out of the Czech pilots' refugees problem. Firstly, the Czech lands became Protectorate Bohemia and Moravia in March 1939. This change meant considerable reversal regarding citizenship. Czech people were no more "free" nationals of Czechoslovakia, but they belonged to Hitler's Reich. The Third Reich was entitled to claim that any citizen of the Protectorate who escaped to foreign soil was immediately repatriated. Thus, every single country which was entered by Czech pilots, had to be vigilant for permitting them to stay.

[15]

On this issues Allan Brown stated:

'To the credit of Polish authorities, however, they rejected the option of sending the men back, but equally, they had no intention of provoking Germany by openly integrating them into their forces.' [16]*

Secondly, the Polish government was busy negotiating their own pilots' transfers' to Great Britain and to France, thus needing to resolve their own matters first.

2.5 France

2.5.1 Czech Pilots' Point of View

France welcomed the Czech pilots by presenting to them Foreign Legion entrance treaties for signature. Despite the fact that none of the pilots was remotely interested in serving in the French Foreign Legion, they were coerced to sign them. The French government, together with the Czechoslovakian military authorities in France made a threat of or even handing over the pilots to German hands. The pilots were disgusted by this treatment. They wanted to help France in combat, as they were prepared to lay their lives protecting that country. However, there was only one chance - to sign the treaty hoping that the war would erupt soon. [17]

To serve in Foreign Legion was far from pleasant or easy. The Czech pilots were forced to effectuate the worst work which had to be done, and bullying or humiliations were not uncommon.[18]

Some of them were assigned to serve under the command of Germans, who made use of the situation to take vengeance for escaping the Protectorate on them. Fortunately for them, World War II. started soon and there emerged hope for them to escape from these terrible conditions. Owing to the treatment by the French many of them had to face a state of weakened health.[19]

According to the oral promises given by the French authorities, the pilots had to be released from their commitment and they were allowed to join the French army on the battle field. However, the French were not willing to do so and the inclusion of Czech force to the French army took a significant amount of time. There occurred also problems with ranks. The Czech pilots blamed the French for maladministration of their army, many of the pilots did not receive their original Czechoslovakian ranks as late as they landed on British soil.[20]

It was firmly requested by the Czechoslovakian military authorities that the Czechoslovakian air forces would form their own wings, squadrons and flights. Despite the numerous requests and French approvals, very little was done, the pilots fought separately under 27 various squadrons.[21]

The Czech pilots were not impressed by the overall attitude concerning the war regularly shown by the French. The pilots did not regard the French because they tried to avoid the war conflict. They also did not appreciate attitudes of French with whom they came into contact, they saw their loose morals, elusion from fighting and persistent sabotages of missions which were in the pilots' eyes unpardonable, it cost their lives. [22]

The Czech pilots flew obsolete aircraft which were inefficient and could not compete with German modern planes. It seemed that French army did not desire to employ the Czech pilots in fights as much. Many of them had flown insufficient amount of operational hours both during their training as well as during the fights.[23]

Despite the unfavourable circumstances and the relatively unimportant number of Czechs in France, the pilots contributed to a considerable extent to the French defensive operations. [24]

After the capitulation of France(17.6.1940), most of the Czech pilots decided to leave from France to fight in Britain. The pilots expected the French to have helped them in some way in escaping to the Isles, however, many times they encountered neglect from the French part, sometimes they even discouraged them and tried to make their break impossible. Ultimately, the pilots were evacuated to the Great Britain either by planes or by ships.[25]

Zdeněk Šmoldas in his work '*Českoslovenští letci v boji proti fašismu*' described the evacuation of the pilots after the French

capitulation as follows:

'After the French capitulation, the evacuation of the Czechoslovakian pilots, even though there occurred some difficulties and errors for the sake of complicated circumstances and total disorganisation, was executed without any significant losses and all ships, sooner or later, sailed away in the direction of England's harbours.' [26]

2.5.2 French Government's Point of View

At the end of the Great War, France was searching for allies, for it was still afraid of German military power despite the fact that Germany was vanquished. Great Britain refused to conclude any alliance with France. For this particular reason, it made agreements with Poland, Czechoslovakia and other Eastern European countries. However, at the time when the Second World War was about to begin, France was hoist by her own petard. Polish troops, as well as Czech ones, came to France claiming demanding that it should fulfil old covenants; nevertheless, France was reluctant to do so. [27]

There was no evidence of enthusiasm on the French part, considering Polish and Czechoslovakian troops. Through the eyes of French, for the sake of Poland, the war against Germany had to be declared. As for the Czechoslovakian army, it was seen as an useless burden, and the Czechoslovakian troops were treated accordingly.[28]

A. Brown, the author of the book '*Airmen in Exile, the Allied Forces in the Second World War*' remarked:

'The French had been similarly aloof with the Czechoslovaks, with whom the signed alliances in 1924 and 1925, and by 1939, largely through ignorance and lack of commitment, the French had formed opinions of the Polish and Czechoslovak military which were wholly negative, which accounts for the bleak treatment the air crews received when they decamped to French soil.' [29]*

2.6 The United Kingdom of Great Britain and Northern Ireland

2.6.1 Czech Pilots' Point of View

To avoid blaming France and French senior officials for every inconvenience which the Czech pilots had to go through it should be pointed out that significant problems which the Czech troops faced in France were caused by the Czechoslovakian leadership. The pilots were subordinated to reckless officers who tried to gain for themselves as highest ranks as possible, however they did not care for their troops that much. A huge gap was created between those who fought and laid their lives for liberty and those who administrated the foreign Czechoslovakian bourgeois, political and military movement. [30]

By French capitulation, the pilots hoped that difficulties of this kind would have been left on the Continent. However, the reverse was true. As the Czech troops landed on British soil and started to regather themselves, the same problem arose. Hated and disrespected officers were reappointed, even though their misconduct was already well known. The Czech pilots protested against such developments and they lodged a large number of complaints .Some of these complaints were even addressed to the President in exile, Eduard Beneš. The Czechoslovakian interim government in exile was well aware of the need for solving the crisis. They knew that these protests could be followed by a total rebellion and disobedience; thus, they expressed their apparent goodwill by making some merely cosmetic changes. [31]

The Czechoslovakian government in exile required independence for the Czechoslovakian air force units in Britain. For the political propaganda's sake, they demanded allied status and overall control over the Czechoslovakian troops. As far as the pilots were concerned, they expressed any sympathy to the Government's effort. They saw any

benefit in being separated from RAF and they were highly acquainted with the Czechoslovakian leadership. Therefore, when, according to the Convention of 25. October 1940, was the Czechoslovakian air force integrated into RAF, the Czech pilots were highly contented - the operational command was ceded to RAF officers.[32]

On this matter commented Z. Šmoldas in a following way:

'The disputes between the Czechoslovakian representatives of the bourgeois, political and military movement were not coincidental, but deep-rooted. They characterised the Western Czechoslovakian bourgeois foreign emigration already in Poland and later in France. In several variations and intensity they survived, until the end of the war, even in Great Britain.' [33]

2.6.2 British Government's & RAF's Point of View

After the French capitulation, every military force which wanted to continue the battle against the Reich, landed on the British soil. It was not just the Czechoslovakian troops alone, but significant numbers of Polish pilots and soldiers as well, in addition to Free French and others. As was known, Britain was suspicious against foreigners in general.[34]

Regarding the French, their suspicion did not reach any special extent, thanks to their relative knowledge of the behaviour of the nation. However, regarding 'the Slavs', the British were not privy to their nationalities nor intents. From a certain point of view, Polish troops had more advantage against their Czech counterparts due to the agreement concluded between Polish and British governments considering Polish troops and their sojourn in British Isles. There was no such contract made with Czechs, thus whether there should have come the point of decision which troops would Britain be able to sustain and which are over her limits, it would have been decided in favour of Polish troops.[35]

The Czechoslovaks belonged officially to the Reich and, in the eyes of British, as citizens of German Empire, they were being suspected

of espionage. The British overall attitude towards the Czechs was the same as that of their attitude towards enemy aliens. Not even the numbers played in Czech's favour. The British official statistics said that 2/3 of Czechoslovaks stayed voluntarily in occupied France (according to the Historical overview of the Czechoslovak Air force, the number of Czechoslovak pilots who stayed voluntarily in France is substantially lower - 30 men, whereas until the 15. August 1940 there were 906 Czechoslovaks gathered in Britain [36]), which was frowned upon by British officials. The French put in their two penn'orth by implying that the Czechoslovakian pilots and troops are not of much use and by expressing their low opinion on them. [37]

The British took a complicated stand. Preferably, they would have had turned the Czechs backtrack, however, there was no place for such a decision, so that they adopted a cautious policy towards them. Originally, Britain did not want to apply any allied forces to her military plan, but the sheer desperation drew it to do so. It needed every man for Battle of Britain. [38]

The United Kingdom cannot be blamed for opinion that the Czechoslovakian troops were military untried lot. According to the operational and training hours executed in France, this could have been true. They were not much aware of how meticulous the training of pilots in Czechoslovakia was. There emerged also other matters which needed to be solved before the Czechoslovakians would have seen the action in Britain. The vast majority of the pilots did not speak English. They had to master at least the basic terminology to be able to give and receive orders. There was also need to retrain the pilots to British aircraft. Britons decided to provide Czechs with English teachers and staff who helped them to get familiar with the language as well as with the new aircraft or RAF structure. Every Czech pilot was obliged to undergo fixed training

before his active service.[39] [40]

The British government(mostly the Air Ministry) and RAF had to face many complaints and requirements which originated from the Czechoslovakian Interim Government in Exile. Many times during the whole war, the Beneš's government claimed for their air forces to have fully independent status. This requirement was deeply political. If it was successful, it would have helped the propaganda to recruit more airmen, also it would have raised the prestige of the Czechoslovakian troops and it would have shifted the position of Czechs from voluntary reserves to allied forces. However, the British government had never allowed the Czechs to form the air force outside of RAF. Partly, this decision was reasonable, since it was evident that the number of the Czechs in Britain was insufficient to form the fully independent status air force, they would have soon faced many significant problems. Some demands were pertinent and proceeded from the pilots themselves. For example, they were not contented with the extremely high officers-to-men ratio which contributed to overall dissatisfaction and lowered the moral. Nevertheless, some requirements of the Czechoslovakian government seemed to be inadequate, bordering on senselessness and were obviously directed to the political well-being of the government, not to the amelioration of the life of the Czech pilots.[41]

For the sake of the relationship between the Czechoslovakian officials and the Air Ministry, the Czechs gained the reputation of 'the shouts of discontent' in the British government's eyes. However, from the other side, the Government was well aware of the contribution of the Czechoslovakian pilots to the common effort and knew that the 4 Czechoslovakian squadrons conducted well.[42]

Nevertheless, it is very interesting to go through some parts of the document which was generated by someone in DAFL(the author is

probably S/Ldr Hugh Selingman, the document was not signed) and which has never been shown to the Czechoslovaks themselves :

'We have always recognised the Czechoslovak Air Force as a political necessity; at the same time we cannot but regard it as a military luxury. ... Although national feeling runs high in Czechoslovak subjects, it is curious that the Czechs think more highly of RAF decorations than their own. It is also noted that quite a number of Czech personnel do not wear the arm badge 'Czechoslovakia' because they like to be mistaken for RAF personnel. ... The Czechoslovaks suffer from a very exaggerated inferiority complex, which is especially in evidence when dealing with big neighbours, in particular with the Poles, and they are always striving to go one better than their neighbour. We have, however, found that it has been a principle with them to ask for more than they think they will get and they often undertake what it is not in their power to accomplish.'[43]

It must be emphasized that it happened to be true that some of the pilots did not wear the arm badge Czechoslovakia. However, it is crucial to explain why did the pilots chose to do not wear it. Mostly, this was the case of the 311 Czechoslovak squadron, later of the pilots of the Czechoslovak wing. The problem was following: the Czechoslovaks, as members of the Reich, were not treated according to the Geneva Convention if captured. There was a threat that they would be tried for high treason and that their families in the Protectorate would be killed or sent to concentration camp. So that some of the pilots chose rather not to wear it for their own safety and for the safety of their families. Nevertheless, there were also pilots who even under these tense circumstances continued to wear it.[44]

3. CZECH AIR FORCES IN RAF

3.1 Military Training

According to the treaty of 25. October 1940, Czechoslovakian troops belonged to the Royal Air Force Voluntary Reserves(RAFVR). Every man, regardless of his military specialisation (fighter pilots, as well as ground staff, etc.), had to undergo a military training. For this purpose there was established the Czechoslovak Depot, which was later replaced by English Operational Training Units(OTU). The training was executed on the basis of the Imperial Flying Training Scheme. The only exception was the Czechoslovakian bomber crews, who were trained separately by Czech Operational Training Flight. They had to go through two stages of training - Initial Training Section as well as Advanced Training Section. The Czech Operational Training Flight was part of OTU, later the separate Czech OTF was cancelled and Czech bomber crews underwent their training alongside with English bomber pilots. During the first years of the war, the English Operational Training Units were based on the British Isles; however, in the course of time, many of them were transferred to Canada or other destinations, so that pilots were trained overseas and after a successful completion of the training were shifted back to Britain.[45]

Z. Šmoldas commented on this issue as follows:

'New bomber aircraft crews left from the Operational Training Units to the operation process completely trained... Every single man was trained to be able to complete his first operational flight perfectly prepared.'[46]

3.2 Czechoslovak Squadrons

3.2.1 Fighter Squadrons & Fighter Wing

3.2.1.1 No. 310 Fighter Squadron

Code Letters: NN

Motto: We fight to Rebuild

Formed: 12. July 1940

Fully Operational: 17. August 1940

The 310 Fighter Squadron was the first Czechoslovak squadron formed on British soil. The squadron was formed purely from Czechoslovak personnel - pilots as well as ground crew were Czechoslovaks. The treaty of 25. October 1940 requested that there should have been doubled positions of squadron leaders, until the Czech pilots were fully capable of leading their way through RAF military system. Every Czech squadron leader had his English equivalent who was in charge of the total leadership. The squadron was formed just in time to interfere to the Battle of Britain and as the number of victories approved (by the end of October 1940 - 40,5 enemy aircraft destroyed), the pilots were valuable reinforcement for British army. As the vast majority of 310 squadron pilots went through the Battle of France, their training was primarily based on retraining to be capable to operate British aircraft.[47] [48]

3.2.1.2 No. 312 Fighter Squadron

Code Letters: DU

Motto: Not Many But Much

Formed: 5. September 1940

Fully Operational: 2. October 1940

The squadron No. 312 was the third Czechoslovak squadron formed in the United Kingdom. Due to the abundance of staff, the squadron was completed by British members. This squadron had also the privilege to reinforce British lines during the Battle of Britain. The first pilots' duty was to defend Liverpool, where they proved their capabilities by protecting the city against German bombing. In course of time, their

tasks varied and according to their duties,as well as other Czech squadrons, they were replaced to diverse bases throughout the country.
[49] [50]

3.2.1.3 No. 313 Fighter Squadron

Code Letters: RY

Motto: One Hawk Chases Away many Crows

Formed: 10. May 1941

Fully Operational: 10 June 1941

The 313 squadron was the last - the 4. Czechoslovak squadron formed in Britain. The lack of Czech personnel was to the extent of the incapability of forming this squadron without British ground staff. This squadron was created on the basis of gathering the Czech pilots who until then fought either with English squadrons or with squadrons of other allies. The duty of 'the number 313' was to protect convoys of English warships. The pilots also served as close escorts for bombers.[51]

3.2.1.4 Czech Fighter Wing

Fighter Wings were relatively new type of British military tactics which proved to be useful. In practice, they enabled fighters to attack with higher efficiency. The Czech Fighter Wing was formed in May 1942 from the 310, 312 and 313 Czech fighter squadrons at the instigation of W/Cdr Alois Vašátko. It constituted the moving to the new base, where all Czech squadrons would be together. It also meant that the whole wing must be equipped with the same type of fighters(the aircraft which the pilots fought until then varied by squadrons). The first and main duty of the new formed wing was to keep watch the Canal - German bombers could not be discovered by British radars, due to their low flight elevation. The wing's further duties were for example to give, close escorts for bombers or to

effectuate aerial reconnaissance on French coast.

During their operations, the Czechoslovak squadrons' pilots executed 46 899 operational hours. They shot down positively: 82 enemy aircraft and 4 aerial bombs, probably: 37 enemy aircraft and 64 enemy aircraft were damaged. 84 pilots were lost, from which 12 were captured and 72 died. [52]

3.2.2 Bomber Squadron

3.2.2.1 No. 311 Bomber Squadron

Code Letters: KX & PP(later)

Motto: Never Regard Their Numbers

Formed: 2. August 1940

Fully Operational: 10. September 1940

The squadron No. 311 was the second Czechoslovakian squadron formed on the British Isles. For the sake of the aircraft, the bomber pilots went through harder beginnings than the fighter pilots did. Whether the pilot was not able to communicate in English(it took some time for them to master the new language), flying the complicated Wellington Mk. was full of hardships. Every Wellington had its crew which consisted from 6 members (first pilot(captain), second pilot(bombardier), navigator, radio-telegraph operator, front and back air gunners). The crew members scarcely changed - it was needed to have well-coordinated crews which would be capable of unanimous thinking. This could be attained just by joint war efforts. The 311 squadron operated mainly at night. Their duty was to attack objectives in Germany as well as in occupied Europe. As examples of their destinations could be named: Brest, Cologne, Bremen, Hamburg, Berlin, Hanover, etc. The losses of personnel reached, in a comparison to other Czech squadrons, unexpectedly high number. Due to the operations on the enemy's territory, more than 40% of No. 311

Bomber Squadron members never returned from their missions. [53][54]

3.2.3 British Squadrons

It should be mentioned, that some Czech pilots chose to fight or were detailed to fight in British squadrons. They were in charge of various duties. Some of them belonged to night fighters (as for example the most successful Czech pilot in Britain, F/Lt Karel Kuttelwascher, DFC & Bar - No. 1 Night Fighter Squadron), some to squadrons which were operated in daylight. The pilots were found to be members of more than 20 British Fighter Squadrons. Nor the bomber squadrons were without Czechoslovak pilots. There were also Czechoslovak pilots who belonged to non-fighting squadrons which performed special duties or transport duties. Some pilots worked as instructors in OTUs. Of the capacity of the Czechoslovakian pilots was RAF well aware, so some of them were British Flight commanders, and 3 of the Czech pilots had even the privilege to become British Squadron Commanders (S/Ldr František Fajtl - No. 122 Fighter Squadron, S/Ldr Otto Smik, DFC - No. 127 Fighter Squadron, S/Ldr Jiří Maňák - No. 198 Fighter Squadron). The Czech pilots fighting in British squadrons shot down overall number of 106 2/4 of enemy aircraft, including 2 aerial bombs. They probably destroyed 19 2/6 of enemy aircraft and they damaged 55 4/6 of German planes. [55]

As Zdeněk Šmoldas in his work remarked:

'Basically, in the course of the Second World War, there was not a Czech pilot-less battlefield.' [56]

4 ENGLAND: EVERY CLOUD HAS A SILVER LINING

4.1 Background

When the Czech pilots left the Protectorate, nobody believed that they would end up in Britain. It was not their target country. Their genuine aim was to get to Poland, where they wanted to stay and fight. The pilots

experienced almost no cultural or language shock whatsoever. The Polish language was relatively understandable for any Czech speaker and considering the culture, Poland was a neighbour country. What was more, the country was Slavic and the manners of Poles were comprehensible for the Czechs as well. However, the Polish negligence made them to move to the West.

The ships carrying the Czechoslovakian pilots were heading for the French coast. They experienced cultural and language problems for the first time. It must be noted that the Czechoslovakian pupils or students learned French and German language at their schools. According to the school report from 15. August 1925 of the Czechoslovak pilots, G/Cpt Josef Duda, CBE(see Appendix 11.4); it is clearly evident that Russian language, Polish language and Hungarian language were also available for learning. However, it remains veiled whether the Czechoslovak students went through some additional cultural studies or whether they were solely able to use the given language. Most likely, the language education was aimed just to enable them to communicate, not to understand the culture. Although the pilots learned French, their knowledge was limited and they still had to do much work to improve themselves. During the sojourn in France, they did their best by explaining in French language that they are not German pilots nor spies when they were shot down. More than once the civilian population did not believe that they fought for France for the sake of their imperfect usage of the language.

It must be also noted that in the period before the Munich Agreement was signed, there existed something like "looking up at France" in the Czechoslovakian circles. France was called "Douce France = Sweet France" and was admired, besides other things, for its military achievements and bravery of its army. Before the Czech pilots found

themselves on French soil, they believed in the sweetness of France, though their overall experience there turned to be rather sour.[57]

One of the Czech pilots, M. Liškutín observed:

'My sweet France did not look like a wealthy country. Everything appeared obsolete, greyish and disordered to me. Everything I have learned about France was kind of incorrect. And the French army which surrounded me did not appear as an army strong enough to set at defiance to Hitler ... and to conquer him!'[58]

After the French capitulation, the pilots had to act swiftly. They were heading to Britain, the only country which was still in a state of war with Germany. Regardless to their inability to speak English, they continued their journey and hoped that the United Kingdom would continue the effort to defeat Hitler and would receive them as allied forces. As they were leaving France, they had no certitude nor information regarding further steps which Britain intended to do. It was unclear whether the Isles would be able to sustain foreign troops or whether the English would be willing to sustain them. What they could expect from UK was a mystery for them. The only certainty was that the Czechoslovakia was deceived by Chamberlain in Munich. Finally, on the British soil the pilots were given the opportunity to fight the hated enemy. However, they did not solely fight there, they lived there as well. They had to face, sometimes even fight against the new language, they had to familiarize themselves with considerably different life style and customs.

Every single Czechoslovak pilot had a good chance to form his opinion to the British military leadership, the organisation of the RAF and to the Englishmen in the role of soldiers. The way they saw the United Kingdom was untouched by any former Czechoslovakian education. The pilots were not taught the English language, and their knowledges of Britain were limited . [59]

According to testimonies of the Czech pilots, who spent almost 5

years of their life on the British Isles, a tapestry of 'how the pilots saw Britain' could be formed. Even though their description of the country and its people is restricted in their narration (the vast majority of the books deal with the delineation of combats they went through), occasionally, there could be found opinions on the English language, the British cuisine, the Englishmen, the British weather and, naturally, not to mention British women.

4.2 Life In RAF

Before the detailed examining of the Czech pilots' points of view to Britain, it is crucial to point out some facts about their life and the milieu in which they lived. All these things certainly influenced them in forming their opinions. It also reveals to what extent the pilots had the opportunity to form their own opinions about the entire country and its inhabitants.

4.2.1 Age

The majority of the Czechoslovak pilots who fought in Britain were relatively young. Their age ranged between 20-30 years. There were also older pilots, but as a matter of fact they did not execute the operational activities any more (occasionally they did, but it was very rare). They served as instructors in OTUs or they worked for other related squadrons. It was said that the best pilot is teenager, because he does not realise his mortality. This 'principle' was widely adhered to in British squadrons - the pilots were around 19 and their leaders were not older than 25. However, the Czech squadrons were not able to keep up with it, due to the personnel problem. There was lack of pilots so that the age was not that important for the recruiters. [60]

4.2.2 Airbases & Staff Rules

The war-time pilots spent the majority of their time on the

air-bases. The only opportunity for them to see more than just their base was on holidays or on off days .They had the free time as well, but it was very limited. It also varied according to the number of pilots in squadron (in the case of significant loses the pilots had to hold the readiness even though they would under normal circumstances have had the day off) and according to the pilots' appurtenance. The fighters had different schedule than the bomber squadrons had. According to the study which British psychologist conducted on the soldiers from the Great War, the RAF came up with 200 operational hours runs (this also depended on pilots' appurtenance - the 200 hours runs were calculated for fighter pilots (but not for night-fighters), the bomber pilots belonging to the Bomber Command had to accomplish 30 flights over the Reich, for those who were under the Coastal Command, the number of operational hours varied according to the aircraft they flew). Every fighter pilot who completed his 200 hours of sweeps (air strikes performed over the enemy's lands) or every bomber pilot who accomplished his 30 flights was entitled for 6 months of non-operational service. After that the pilot had the opportunity to decide whether he wanted to rejoin his squadron and complete the other run or whether he did not want to do it. In the case when the pilot did not want to become operational again, he was offered some other work - mainly he could become instructor in OTUs, he could go to London and execute some administrative work or join some non-operational squadron such as carriers.[61]

One of the fundamental part of air bases were members of WAAF(Women Auxiliary Air Force) whose duty was(besides other things) to track the enemy aircraft and to move their marks on the navigational table. Britain was able to communicate with their aircraft and to lead them through the system which was utterly unconventional these days - radiotelephonic transmitter. The Kingdom had also very important net of

radars which enabled the whole air-army to know where the enemy was and where he was heading to.

4.2.3 Accommodation/Barracks

The RAF had many types of airbases. The pre-war airbases were comfortable and clean. Among their facilities, there could be found the swimming pool, courts for volleyball or other ball games. The barracks were rather comfortable and they were part of the whole complex. [62]

F. Fajtl described one of the air bases - Honchurch as follows:

'Our airbase is equipped with courts of all types, with bathrooms as well as showers. In our officers' mess even in the non-com mess we have delicious drinks and a pleasant service of beautifully uniformed flight attendants.'[63]

However, not every RAF airbase was built before the war. There were airbases which went up during the war and sometimes they were not fully completed. This type of bases frequently did not have their own barracks, so the pilots had to live in some kind of makeshift accommodation which was formed from tofts or other civil objects. These airbases were not preferred by the pilots, because there was a lack of space. They had to live in crowded rooms which were highly uncomfortable and they had no chance to rest before the fight.[64]

4.2.4 Free Time Facilities

Among the free time facilities should be indisputably named the most frequented one - the pub. The pilots went there to celebrate that they came home unharmed, that they got away alive from the mortal combat. However, many times their incentives were far from celebration. They paid the last respects to their fallen comrades by the round which was drunk in memory of them. The pilots also 'scared away the Death' in

the pub. They used to sing, dance, shout aloud in an attempt to completely forget about their situation. As stated before, whether they were lucky enough to serve in some better equipped airbase, they were entitled to go swimming or to play some ball game. Sometimes, they organised parties or other cultural activities. The Czechoslovak squadrons were well-known for their 'Russian Evenings' parties. Basically, the parties were about dancing, drinking, singing and enjoying life. Firstly, the pilots sung English or international songs, then they began with the Czech ones. They were constantly confirming the Czech saying 'Every Czech is a musician'. They smiled a lot and were admired for their cheerful natures. [65]

The vast majority of the pilots were politically engaged. They sympathised with Beneš - they left their own country to fight for its freedom and for the re-establishing of the T.G. Masaryk's democracy. Some of the pilots did not agree with the Beneš's policy and were defeatists (this was not that frequent, commonly, those pilots were regarded as traitors). The Czechoslovak army had its own newspaper 'Čechoslovák'. Every pilot had the opportunity to write an article for it; however, the newspaper did not want to print politically engaged articles. The pilots wrote about their successes and about their lives. In the Čechoslovák there could be found articles about the homeland country, photos from the Protectorate as well as contemplations about the war.[66]

4.2.5 Squadrons

As stated before, not every Czech pilot fought with the Czechoslovak squadrons. Many of the pilots were parts of British or 'mixed' allied squadrons so they had the opportunity to get to know not just the British leaders and pilots but the Canadian, Australian, Irish people as well as members of other nationalities. However, those who

belonged to the Czechoslovak squadrons had also the possibility to meet other nationalities. Frequently, they shared the airbase with other squadrons which were not necessarily the Czechoslovak ones. The Czechoslovaks, whether fighting with the Czechoslovak squadrons or not, were surrounded by Englishmen. As is known, for example the 313 Fighter Squadron had its ground crew completely formed from British people. At the beginning, there were also doubled the leadership functions (there were 2 squadron leaders - one Czech and one English). Another important fact is that the Czechoslovak squadrons were moved to the airbases according to the need of RAF. None of the squadrons had its own airbase, they rotated. One of the reasons of their rotations was relaxation. Those squadrons which were deployed in the fully occupied sectors (mainly the airbases located on the British South coast) were after some time replaced by squadrons which operated for example in Scotland (Scotland was not facing such heavy load of attacks).

4.3 Czech RAF Pilots' Opinions

4.3.1 England Contra France

The first mentions about England and the first opinions about the country expressed by the Czech pilots are the immediate impressions which they had when they landed on British soil. The pilots frequently used to compare between England and France. They were impressed with the British order and organization. They also appreciated the calmness of Englishman and their precision, which had a positive effect on their morale. On the other side stood France - full of chaos and dirt, as the pilots perceived it. According to the Czech pilots, the French defeatism was spread amongst all their army. Soon the pilots found out that fighting alongside the French would be exhausting and pointless. Nevertheless, they hoped that France would persist in fighting.

However, after the French demission, the pilots were disillusioned, disappointed and full of scepticism. It was crucial for sustaining the high morale in the Czechoslovak air army that the pilots saw the English attitude which was completely opposite to the French one. Englishmen were prepared to stay firm and to defend their country on whatever the cost may be.

The first impressions of S. Fejfar were following:

'All this appears to be clean and healthy in hear(England), as if you come from the household of a lazy woman, who sometimes drinks even with her father, to a the well-ordered one. This is my personal opinion.[67]

M. Liškutín expressed his first impressions in his 2 books '*Challenge in the Air*' and '*Letecká služba*' as follows:

'My memory and the main impression of this journey from Falmouth to Royal Air Force Bridgnorth was that of admiration. Everything was so well organised and people seemed to be extremely helpful. It felt like some form of a psychological re-birth.[68]*

'In comparison to our leaving of Bordeaux, in here we could see a beautiful scene of calmness and organisational competence which is could be seen very rarely.[69]

4.3.2 Royal Air Force

Immediately, after the pilots came to England, they were asked whether or not they want to join the RAF. It is obvious that all of them thankfully received this proposal. This was the reason why they left the Protectorate and France - they wanted to fight and RAF enabled them to do so. As was said before, the Royal Air Force was the milieu where the Czechoslovakian pilots lived. They were in contact with the personnel of the airbases, with their higher-rank officers or with other pilots with whom they served daily. The Czechoslovakian pilots started to observe

the behaviour of the British army. The Czech pilots used to form their opinions on the British attitudes towards the military service. The pilots were surprised by the attitudes which the officers had towards the non-commissioned officers). The direction was more liberal than the pilots were used to from the Czechoslovakian army. Often the Czechoslovak officers despised the treatment of the English ones.[70]

In the Czechoslovak report of June 1943 was stated:

'The relationships between the officers and the men are corrupted. Some of the officers behave too familiarly towards the men. It frequently causes lack of respect.'[71]

The pilots zoomed on how did English soldiers conducted towards their superiors or towards the members of allied forces. In the book '*Letec Alois Vašátko*' is remarked:

'We are surprised that the English soldiers salute us in a disciplined way even though we wear the Czechoslovakian Air-Force uniforms. The impression of non-opulence, simplicity and mainly of commonplaceness surround us.'[72]

In A. Liška's work are found proofs of the observation of English soldiers as well:

'The Sergeant even expressed his favour by the typical aside jerk of the head. It reminded him of the first days after his coming to England. He regretted Englishmen for a long time. He believed that they suffer from the nerves malfunction caused by that blitzes. Only after some time he found out that this aside jerk is not a nerve malfunction but it is a way of more privileged salutation.'[73]

The Czech pilots also described the abilities of the British staff. It must be mentioned that the opinions on the efficiency of the British staff varied. Sometimes they were described as skilful and outstanding, but on the other hand they were labelled as slow and lazy. The opinion of M. Liškutín was rather positive:

'But all the ground staff personnel of my new squadron were British. These chaps looked as an excellent team and they impressed me in every way. Their reliability, efficiency and their friendly spirit can be only described as outstanding. The squadron had a genuinely friendly environment at all levels, with a wonderful spirit of co-operation.'[74]*

However, as L. Kudrna proved, not every description of British staff was favourable:

'At the beginning, the Czechoslovak pilots from the 313 Squadron were not satisfied with the English ground staff. Our pilots did not understand their 'slowness' and phlegmatic nature.'[75]

It was also important for the Czechoslovak pilots to find out, whether the RAF was able to acknowledge their qualities. They were proud to accomplish the most difficult tasks. F. Fajtl mentioned this in his book '*Sestřelen*':

'As always, the lads from the 313 Squadron received the hardest task. ... However, it was a great honour for the Czechoslovaks; by this was expressed that they are recognized as the best squadron.'[76]

The pilots were evaluating their aircraft, their armament as well as the gear. The squadrons were operating various aircraft (this depended on whether the squadron was fighter or bomber, on which type of operations the squadron executed and on many other factors). The pilots' points of view were coincident with the fairness of RAFs decisions regarding the equipment. Even though they went through the situation when they were fighting the German Focke-Wulfs 190 on the British Spitfires V Mk whose features were unequal to the capacities of the German aircraft, the Czechoslovak pilots knew that they have to wait for the renovation and that they would get the new planes when their turn came. They were aware that in the RAF did not exist any favouritism and that the planes were assigned according to the workload of the

squadrons. The pilots also expressed their satisfaction with the uniforms and the complete gear they received. S. Fejfar put following note to his diary:

'The uniforms of the RAF soldiers are perfectly sewn, appear like if they were tailor-made, because everyone looks like if he had just left the tailor. ... Every soldier has nice shoes, no clodhoppers. The Air Force has light shoes, which are similar to the civilian ones.'[77]

In the book '*Jak se plaší Smrt*' was described the pilots' gear in a following way:

'... He pulled the white service sweater over his head. It is warm, made from the genuine sheep's wool. ... Than he is putting on the battledress and the high aircraft boots. There is a lambskin inside and they are warm and comfortable. The King spares no expense on his pilots, they have the firs-rate gear.'[78]

4.3.3 English Language

As was stated before, the Czechoslovak pilots were without any knowledge of the English language when they found themselves on the British soil. They had some level of knowledge of the German language as well as the French language. Their ability to speak French was ameliorated, nevertheless, nobody was able to speak English. The impossibility of communication could not last for long. The pilots wanted to join the RAF, to go into action. The need of mastering the new language was crucial even for the sake of managing their lives. They needed the language tool in every aspect of their lives in Britain, besides other things for establishing relationships with their new comrades or simply for courting the British women. Every pilot dealt with this need in his own way. Some of them started studying even before they reached the UK. As an example could be named W/Cdr Alois Vašátko, DFC(called by his comrades Amos) who did not wait for the RAF's teaching and who

was teaching himself during the voyage.

'Amos surprised us again. He brought some English grammars to the shiny deck and started studying. A cluster of students was formed around him and immediately they started working.'[79]

However, not everybody was as eager. The other Czechoslovak pilots waited for the help of an expert. The RAF took into consideration the language proficiency of the pilots as well. They prepared for them learning programmes which were led by experienced lecturers. The most important aim of each programme was to teach the pilots the technical vocabulary and the specialized terminology from the aeronautic field and to enable them to understand the basic commands. Due to the radiotelephonic contact between the pilot and his base, it was utterly crucial for every pilot to have mastered the language perfectly. The English system of navigation of the aircraft was based on pilot to base communication. A description of the teaching could be for example found in 3 following pilots' experiences recorded in the books '*Letec Alois Vašátko*', '*Osudy palubního střelce*' and '*Challenge in the Air*':

'In a short period of time we familiarize the new terminology. 'Perut' is a squadron, 'letka' is a flight A or a flight B, 'hotovost' is a readiness. We also master a range of other terms which later interfere into our Czech.'[80]

'Sitting around in classrooms, sometimes even on the aerodrome had to accomplish an unquestioning aim: to teach the pilots serving in the Royal Air Force to master the English language. So that the lessons of grammar and conversations were added, the basic military specialized terminology were learned by heart.'[81]

'Instead of flying, I had to face hard work in the classroom. Learning about the Royal Air Force, about Britain and particularly, mastering the English language. I am sure that learning the language was the most pressing task and I have to admit that until then my knowledge of English remained rather limited.'[82]*

The pilots were well aware of the difficulty of learning English. For this reason the language was described by many of them as tough and rather complicated. It was nothing exceptional whether the pilot was helped in learning by some additional teachers for example the British or other English-speaking comrades of the pilots or beautiful women of British origin. Sometimes it also occurred that the pilots utilized their knowledge of other languages to learn English as is described in the book '*V Uniformě RAF*':

'I did not speak English well these days. The very language was the biggest problem of all the Czechoslovaks. ... My squadron leader found one Belgian pilot who mastered English perfectly. He had to teach me English during couple of hours a day.'[83]

The skill to speak French appeared to be the utmost helpful one.

A. Vašátko was one of those who exploited their ability to speak French:

'I often see him in a company of the education officer whom he keeps busy with studying English considerably more than anybody else does. His knowledge of German and French is now helping him in studying English.'[84]

In spite of the fact that the Czechoslovak pilots were not permitted to speak Czech during their operational flights, after they landed there was no such prohibition. The Czech language was spoken widely and it affected the British ground crew as well as the English milieu affected the Czechoslovak pilots. The staff personnel started to understand and even began to learn the Czech language. However, it remains veiled whether they were mastering the standard Czech language or whether the pilots taught them just some selected vocabulary. E. Mikulenka, one of the Czech bomber pilots, remembered :

'The biggest problem was the English language, but even that we mastered soon. One curiosity: as quickly as we learned the English, our instructors learned the Czech. And what type of language they mastered... is not worth

describing precisely. I remember one aircraft mechanic who learned the Czech very quickly and his speech gave the impression of the typical Prague accent.'[85]

Considering the Czech language, it was not surprising that one of the biggest problems for Englishmen were the typical Czech vowels as for example 'ř'. There occurred words which were almost unpronounceable for them. They experienced various difficulties in pronouncing some of the names of the Czechoslovak pilots. However, in comparison to the efforts which the Czech pilots had to make for master the English language, this was just a little inconvenience. As F. Jánký describes in his book '*Nebeští Jezdci*', the name of Řeřicha caused particular problems:

'When Pavel introduces himself to the caller, the Englishmen are lost. The name of 'Řeřicha' is terrible for them.'[86]

4.3.4 Englishmen, Englishness & English Manners

Besides the milieu, there was a significant number of novelties which the Czech pilots had to manage. As they were getting used to England, they were observing the Englishmen and their manners. The British character was step by step revealed and they started to acquaint the differences between the Czech people and the inhabitants of the Isles. According to the Czechoslovak pilots the Englishmen were calm, disciplined, optimistic and they naively believed in pacifism. The pilots also mention the aloofness of the British, they seemed to them phlegmatic, indifferent and insensitive, however they admit that the English nature was confusing to them and rather veiled than clear.

F. Fajtl observed:

'The Belgians, I served with 5 of them in my squadron, showed their interest in flying more vividly than the calm Britons.'[87]

In the books '*Osudy palubního střelce*' and '*Sestřelen*' is written:

'Thanks to all those tiny but immensely welcomed favours was clear that the heart of the 'ice-cold' Englishman could be warm and human as well.'[88]

'However, by the astonishing victory was reached much more: the Britons started to perceive the life and the fight from other point of view that just from the position of their comfortable optimism and incredibly naive pacifism.'[89]

Stanislav Fejfar expressed his opinion as follows:

'The mentality of an Englishman is hard to understand. I would say that they are more hardened and less approachable to any kind of feelings.'[90]

However, after all the British were described as helpful and friendly. It took some time for the Czechoslovakian pilots to get on with them. Nevertheless, many of these relationships then developed into strong long lasting comradeships which endured during the war and continued on even after its end. The book '*Letec Alois Vašátko*' and M. Liskutin in his '*Challenge in the Air*' confirmed it:

'Even in here 'at home' they (the English) are disciplined, helpful to others and cheerful in games.'[91]

'We also had a few British airmen serving as telephone operators and drivers. These chaps were always extremely helpful and friendly.'[92]*

Certainly, it was not easy for Englishmen to understand those 'always happy and cheerful' Czechs as well. The character of these two nationalities was entirely diverse. The Czechoslovaks were not backward in coming forward and they did not pull their punches. They did their best to succeed and they wanted everybody to know about their achievements. They were strongly competitive. When the Czechs were amusing themselves, it was always in a noisy manner. They sung their favourite songs, they took drinks and enjoyed their life. After some time

the Englishmen started to understand the Czech type of entertainment. They even started to admire it and they were frequent attendants of the Czechoslovakian parties. [93]

One of the Czech pilots, F. Fajtl remarked:

'The mood started to be cheerful and soon the singing could be heard. This occurs everywhere where the Czechoslovaks are present.'[94]

Amongst the descriptions of the English temperament there could be also found that the Czech pilots saw the English as relatively trustful nation. Britons believed to what a person said and it seemed that they did not take into account that the person could possibly be a liar. They treated others according to the saying 'it takes one to know one' which revealed and affirmed their discipline. F. Jánský in his work '*Nebeští jezdci*' wrote:

'In England the people believe to what one says, this is advantageous. However, you have to tell the truth all the time, otherwise they do not talk to you.'[95]

On the list of English qualities could not be omitted the modesty. It was said that Englishman always used to emphasize the attributes of the other Englishman and tried to put himself down. F. Jánský commented on this issue:

'He speaks in plural, but it was his merit. He is modest and I like it, Englishmen give preference to action over talking.'[96]

The Czechoslovakian pilots did not fail to provide the picture of English conservatism which frequently verged on incomprehensible behaviour. Britons had to sustain some unwritten societal norms even though they were facing extreme conditions of war. The pilots did not understand how was it possible for the British people to decently and patiently endure some of the restrictions which were brought by the wartime. The force of habit was a traditional leading factor among the British circles. F. Fajtl and F. Jánský observed:

'First lieutenant Baker is very intelligent man who is one hundred per cent English. During his escape he experienced hunger and many hardships, however, he has never failed to shave daily, although it was just in a stream.'[97]

'The English are an odd nation. They do not receive enough food but they stay patiently in queues and say nothing. The transport is broken up, there is a lack of buses and trains but they stay patiently in queues and say nothing.'[98]

After some time the Czech pilots were even able to predict the English daily routine. They were familiar with the stereotypes of the English and with the way they spent their time at home. As a proof can be used an example of František Fajtl:

'I played at Englishman: I took a bath, ordered breakfast and then I was reading through several illustrated magazines on the sofa.'[99]

One of the additional features of the British society described by the Czechoslovak pilots was the social classes that existed in England. The pilots were well aware that the society was divided into aristocratic class, upper class, middle class and working class. They also knew that to be accepted amongst the inaccessible social circles of Britons was rather difficult task to accomplish. The Czech pilots were helped by their military successes which were widely known thanks to the local press. The members of the society read the newspaper and started to take interest in the pilots from Czechoslovakia. The English households then invited them for dinners or parties and they accepted those invitations enthusiastically. As a result the Czechoslovakian pilots obtained the opportunity to become a part of the closed British society. A. Vrána in his work '*Letec Alois Vašátko*' states:

'So that the first fight success of the Czech squadron enabled us to penetrate even the closed society circles of the English. The prominent Liverpool households invite

the members of our squadron to their homes and friendships with the Britons are started this way. The Czechs are getting closer to the English, they are getting to know each other. The Czechs are adapting to the new milieu.'[100]

4.3.5 British Women & WAAF Members

The members of WAAF were described as charming by the Czechoslovak pilots. This statement could be considered as praise for all British women, because the WAAF personnel was mainly comprised of Englishwomen (even though the Czech women served in it as well, however, their number was exiguous - around 16). Back to back the Czech pilots had to face a remarkable restriction: they were not allowed to go out with WAAF members. Yet, this limitation had to be observed only at the air bases, whether the pilot had an appointment with the WAAF women at a safe distance from the base, nobody cared about it.

M. Liskutin was also aware of the beauty of WAFs:

'One evening on a dark night, while off duty, I was with three other squadron pilots in the RAF Catterick Operations Room, just having a look at the situation and chatting up the charming WAFs over a cup of tea.'[101]*

The Englishwomen were in the limelight of the Czech pilots. The pilots were young and they wanted to enjoy the life as much as they could. The young beautiful women were titled by very peculiar names. In the book '*Zlomená Křídla*' by E. Čejka is written on this issue:

'It is crucial to point out that the beautiful young women were called 'Messerschmittes'. The young ladies were very pleased by this nickname, they liked the notion that they were able to shoot the pilots down as well.'[102]

As everything, even the treatment of the men to women was determined by unwritten laws in England. It was said that the women are, for example, privileged regarding the saluting or that they had to be

walked by men who goes on the outer side of the pathway. This was recommended in order to keep the women safe. F. Jánský portrayed this in his book '*Nebeští Jezdci*' as well:

'In England women have various privileges. For example, it is up to them to insinuate to their friends whether they want to be saluted or not. And in walking, you have to keep them in the inner side of the pathway, this is a good deal of running across it, it is not like at our place where we lead the women always on ours right.'[103]

The relationships between the pilots and British women were many times sealed by marriage and by children. It was also written by the Czech pilots that the women liked their presence and that they were trying to get their affection. This matter is also discussed in the book '*Když Nelétali*':

'When I was at a party once again, I was surprised by the women. They were competing in getting our affection, the affection of the Czechs.[104]

4.3.6 Weather

As was widely known, the English weather ranked among the typical British features. For the pilots the weather was determinative factor. Depending on the weather they were able to fulfil their duties or they were forced to stay at the airbase. It is apparent that they mentioned weather in their memoirs. So did F. Fajtl and A. Štanc:

'I did not want to wait until the weather would clear up. I knew the local weather there and I suspected that the murk would not lift for several hours.'[105]

'That day the weather was typically English. This means that clouds touched the land and sometimes occurred a rain shower.'[106]

The pilots also discovered that the weather was always a topic of discussion among Englishmen. Talking about the weather belonged to

British avocations. The Britons always used to start their talks with the topic of weather. This depicted A. Liška in his book '*Jak se plaší smrt*':

"Quite lovely night!" he broke the silence. Englishmen always start the conversation by the weather topic, he can not brake the habit.[107]

4.3.7 Tea Time

It is said that nothing could prevent the English from drinking their tea, not even the war. The Czechoslovak pilots had a flawless opportunity to disprove or confirm it. According to the notes of the pilots it could be said that the saying was confirmed. As mentioned by the Czech pilots, the afternoon tea break was always held. Even during the training, the schedule respected the teatime and at 5 o'clock there was a pause for the tea, as stated in A. Vrána's '*Letec Alois Vašátko*':

'The time passes fast during the practical training. And here comes the 'tea time'. It is before the 5 pm when, according to the English habit, is served the afternoon snack with tea.[108]

The Czechoslovak pilots soon discovered that the tea was something more than just a beverage for the Englishmen. They were soon aware that drinking the tea was part of their national habits and customs. F. Jánský delineated it as follows:

'English tea - the beginning and the end of everything. We are sitting and drinking, the warmth is spread throughout our body. The first cup, the second one. This is not a tea it is a narcotic. The tea drinking is a ceremony.[109]

4.3.8 Beer & Public Houses

As was said before, the pilots spent their free time miscellaneously. However, it must be said that many of them were frequent attenders of the public houses and that they were familiar not only with the milieu but with the taste of the English beer as well.

The setting of the English pub is described by Adolf Vrána in a following way:

'Approximately 2 Km East from the airport stands a little pub on the crossroad. It appears like from the medieval age. The whole building is made from wood, and the inside of the pub gives a scary impression thanks to the flaming light of the fireplace fire. The fireplace is big enough to enable one to promenade inside it. [110]'

For the majority of the pilots the taste of the English beer was unsatisfactory. It did not have the right flavour nor the right temperature, as is described in the book '*V uniformě RAF*' by P. Radosta:

'They welcomed us by chanting 'Czechoslovakia'. Than we were drinking with them the bloody swill which has no head and which they called beer mistakenly.[111]

The only inconvenience was that according to the King's Regulations, the public houses were opened just until 10:00 pm. Whether the pilots wanted to continue in their evening program, they had to move to other premises.[112]

4.3.9 Christmas

The Czechoslovak pilots experienced the celebrations of Christmas on the English soil as well. For the pilots, the way in which the Englishmen celebrated the birth of Christ was unusual. They described their Christmas customs as peculiar. This opinion was certainly influenced by the the reality that the Czech Christmas celebrations were mainly held on the 24th of December, although in England is 24 December regarded as any other day in the year. The books '*Letec Alois Vašátko*' by A. Vrána and '*Když nelétali*' by L. Kudrna also discussed this matter:

'In our Christmas dinner participated even some Englishmen. By this they got familiar with our traditions and they tried to sing the Christmas carols with us, even though they did not understand a word. The Christmas week was

filled by peculiar English customs and here comes the New Year 1942.'[113]

'Everything starts only on the 25th of December in here. It is so called Christmas Day which is celebrated as well as the December 26 - so called Boxing Day. Englishmen dance and have a good time these days.'[114]

The pilots also made it a point to mention the English Christmas pudding which was part of their dinner. Their opinions on it were quite favourable, as Č. Sládek stated in '*Osudy palubního střelce*':

'As a Christmas dinner meal we had fried schnitzel and naturally the necessary English Christmas pudding decorated by fruit and perfumed with a bit of alcohol inside. They enjoyed even the English beer poured from can.'[115]

4.3.10 Opinions of the Most Successful Czechoslovak Pilot,

F/Lt. Karel Kuttelwascher, DFC & Bar

As another authentic example of the opinions of the Czechoslovak pilots regarding England, I present the questionnaire which was compiled on my own. The questions were kindly answered by the respected expert who authored the biography of F/Lt. Karel Kuttelwascher, DFC& Bar - *Night Hawk: the Biography of Flight Lieutenant Karel Kuttelwascher, DFC and Bar, the RAF's Greatest Night Intruder Ace*, published in 1985, Roger Darlington. Simultaneously, Roger Darlington is son-in-law of F/Lt. Karel Kuttelwascher, DFC& Bar(see Appendix 11.5.4).

F/Lt. Karel Kuttelwascher, DFC& Bar(23.9.1916 - 18.8.1959) was born in Svatý Kříž(a village near to Německý(Havlíčkův) Brod). In 1937 he graduated from ŠODL(Škola pro odborný dorost letectva) in Prostějov. On 19 June 1939, he left the Protectorate and came to Poland which he soon abandoned for France where he joined the French Foreign Legion. He underwent the Foreign Legion training in Algiers, in Sidi-bel-Abbés.

At the outbreak of the war, he was accepted to the French Armée de l'Air. During the battle of France he achieved the number of 2 certain kills and 1 aircraft he shot down probably. After the French capitulation he joined the RAF. He was trained at 55. OTU in Aston Down and he flew Hawker Hurricane type fighters. After the completion of the training, he was placed to No.1 Night Fighter Squadron. The No.1 squadron was fulfilling, among other tasks, so called 'night intruder' actions. The night intruder pilot had to shoot down the enemy aircraft during its taking off or landing. So the pilots flew to the Reich's airbases and waited for a suitable moment to attack. He shot down 15 enemy bombers over their bases and as a result he became an outstanding night intruder ace. In 1945 he returned back to the liberated Czechoslovakia. However, in the year 1946, after the dismissal from the Czechoslovak Air Army, he came back to England. Then he worked for the British European Airways. He died unexpectedly in 18.8. 1959 of a heart attack. He was buried in Uxbridge, England.[116]

Below can be found the interview with Roger Darlington:

I. BRITISH CUSTOMS, PEOPLE, MILIEU

1) Did he compare French people to British? Whom did he respect more? Why?

Like all the Czechoslovaks who fought in the Battle of France, he was disappointed that the French military was not able to put up a stronger resistance to the German invasion in 1940 - but I am not aware that he compared French and British people.

2) How did he find Britain? Did he like the British life style more than the Czech one?

Like all the Czechoslovaks who fled to Britain, he admired the British for

continuing the resistance to Hitler and for giving him the chance to serve in a military unit. There is no reason to suppose that he liked the British way of life more than the Czech. He was a patriot and proud of his country and its traditions.

3) How did he like the British people? Did he understand their manners soon or did it take some amount of time to him to get on with them?
Throughout the whole of his time in the Royal Air Force, he served with British (and not Czechoslovak) Squadrons. He married a British woman and had three children with her. So he must have liked the British.

4) How hard/easy was it for him to learn English? Did he see it as the thing of an utmost importance or did he rather want to evade it?
I think he picked it up quite easily - otherwise he would not have been able to operate in a British squadron and to court a British woman.

5) Which British custom he disliked the most? Why?
I have no idea.

6) He spent some time in America as well. Did he compare Americans to British people? Whom did he like the most and why?
I have no idea.

II. THE RAF, POLITICS & FIGHTING

7) Did he compare the British style of command to the Czech one?
Which one he found better?
I have no idea.

8) Was he interested in politics? Did he sympathise with the President

Beneš or not? Did he read *Čechoslovák*? Did he write articles for it?

He was a patriot and a democrat which supported the Czechoslovak government in exile. At the christening of his first child, Benes sent a message and Masaryk attended.

*I think all Czechoslovaks in Britain during the war read *Čechoslovák*.*

9) Did he have good relationships with British fighters in his squadron?

How did they see him?

They called him "Old Kut" because he was 24 when he joined the Royal Air Force and most of the British pilots were around 19.

10) What did he do to relax?

He had a wife and three children.

11) Did he have any talisman or ritual before the leaving to fight?

I do not believe so.

III. FAMILY

12) Did his family know that he was leaving to fight? Did they agreed with him and let him go?

I believe that the answer is 'yes' in both cases.

13) Was his family in Czechoslovakia persecuted?

Yes - his younger brother Miroslav was imprisoned.

14) How did the family of his wife receive him? Were they enthusiastic about their daughter is marrying the RAF pilot from Czechoslovakia?

They were open-minded.

15) Was he thinking about moving his family to liberated Czechoslovakia?

He did so in the second half of 1945 but all members of the family returned to Britain in 1946. He was very uncomfortable with political developments in post-war Czechoslovakia.

5 POST WAR CZECHOSLOVAKIA: OPINIONS ON THE CZECH RAF PILOTS

The Czechoslovak pilots spent around 5 years on the British soil. When it came to the point of their leaving, many of them had already started families with their British wives. They were tied to the United Kingdom by comradeships as well. However, the pilots were patriots and they were looking forward to coming back to their loved homeland for which they fought and for which they were ready to die. In the year 1945 they were welcomed as heroes in the liberated Czechoslovakia. Nevertheless, 2 years after, in the year 1948, they were pronounced as 'enemies of the people' and were imprisoned or underwent penal servitude. Some of them were lucky enough to leave the country before the process. They became exiles for the second time and were never to return to live in the Czech lands. The Czechoslovak pilots who fought in the RAF during the World War II. elicited no recognition from their homeland until the 1965. However, they were not fully recognized until the 1990's.[117]

J. Duda, one of the Czech pilots, declared:

'Until today, the British people fully appreciate every pilot who even once took off during the Battle of Britain. They regard the pilots as national heroes. Even though many years have passed, every single time I came to England I always feel that nothing has changed, I always see the gratitude and the attention which I have met in the Czech lands very rarely. For this reason I am always touched by the behaviour of Englishmen and I very appreciate it, although there is just a tiny group of the Czechoslovak pilots who fought in RAF left.'[118]

6 CONCLUSION

The thesis has attempted to gather and analyze information about how the Czech pilots who fought in the RAF during the World War II. viewed England. In addition, it has portrayed the military and political background which influenced the Czech pilots during the World War II.

The initial part of the thesis is devoted to the historical background of the World War II. Next, there follows a presentation of opinions of the Czech pilots on the European countries concerned (Poland, France and the UK) interspaced with the opinions of the governments regarding the Czech pilots. Then I discuss the RAF and the organization of the Czechoslovak Air Army in Britain. The last part is dedicated to the searching and analysing of the opinions of the Czech pilots about England and Englishmen.

While researching the thesis, I was able to discover a wealth of material concerning the Czech pilots who served in RAF. The findings broadened my horizons and revealed hitherto unknown facts. Especially one of the monograph books, *Airmen in Exile*, authored by Allan Brown, brought an entirely new and more complex view into the issue.

The part of searching the pilots' opinions about England and Englishmen caused relative difficulties to me. Due to the militaristic focus of the biographies it was not easy to find the relevant parts and phrases which would prove the pilots' point of view about Britain. However, almost in every book was finally found what was requested and rather interesting tapestry of the Czechoslovak pilots' opinions to England has emerged.

7 ENDNOTES

1. Kolektiv autorů, *Ilustrovaná encyklopedie lidské vzdělanosti* , p. 212, 234
2. Duda, Z. M. *Velitel Stíhacího letectva*, p. 71 - 72
3. Ibid., p. 72
4. Ibid., p. 77
5. Ibid., p. 72 - 83
6. Ibid., p. 84-85
7. Šmoldas, Z. *Českoslovenští letci v boji proti fašismu*, p. 59
8. Ibid., p. 59
9. Fajtl, F. *Dva údery pod pás*, p. 17
10. Duda, op. cit., p. 87 - 88
11. Vrána, A. *Letec Alois Vašátko*, p. 16
12. Šmoldas, op. cit., p. 59 - 66
13. Ibid., p. 63
14. Ibid., p. 63, 64
15. Brown, A. *Airmen in Exile, the Allied Forces in the Second World War*, p. 39-40
16. Ibid., p. 40
17. Šmoldas, op. cit., p. 79, 80
18. Ibid., p. 80, 81
19. Ibid., p. 81,82
20. Ibid., p. 81,82
21. Ibid., p. 82 - 107
22. Ibid., p. 111 - 115
23. Ibid., p. 134 - 176
24. Ibid., p. 110
25. Ibid., p. 79 - 138
26. Ibid., p. 140

27. Brown, op. cit., p.40, 41
28. Ibid., p.23 - 42
29. Ibid., p. 34
30. Šmoldas, op. cit., p. 178 - 179
31. Ibid., p. 178 - 184
32. Ibid., p. 178 - 184
33. Ibid., p. 184
34. Brown, op. cit., p. 4
35. Ibid., p. 40 - 44
36. Šmoldas, op. cit., p. 140, 178
37. Brown, op. cit., p. 40 - 44
38. Ibid., p. 23 - 50
39. Šmoldas, op. cit., p. 186 - 187
40. Brown, op. cit., p. 6 - 7
41. Ibid., p. 92 - 128
42. Brown, op. cit., p. 1 - 128
43. Ibid., p. 107 - 108
44. Kudrna, L. *Českoslovenští letci ve Velké Británii a válečné fenomény*, p. 15
45. Šmoldas, op.cit., p. 186 – 188
46. Ibid., p. 187
47. Hurt, Z. *Czechs in the RAF in Focus*, p. 10 - 11
48. Šmoldas, op. cit., p. 193 - 217
49. Hurt, op. cit., p. 31
50. Šmoldas, op. cit., p. 242 - 246
51. Hurt, op. cit., p. 42
52. Šmoldas, op. cit., p. 338 - 357
53. Ibid., p. 225 - 241
54. Hurt, op. cit., p. 21

55. Šmoldas, op. cit., p. 248 - 252
56. Ibid., p. 252
57. Liškutín, M. *Letecká služba*, p. 20-27
58. Ibid., p. 17
59. Ibid., p. 27
60. Kudrna, op. cit., p. 79 - 80
61. Ibid., p. 29-30
62. Kudrna, L. *Když nelétali*, p. 142 - 147
63. Fajtl, F. *Sestřelen*, p. 9
64. Kudrna, L. *Když nelétali*, p. 142 - 153
65. Kudrna, L. *Českoslovenští letci ve Velké Británii a válečné fenomény*, p. 9 - 11
66. Kudrna, L. *Když nelétali*, p. 127 - 130
67. Ibid., p. 60
68. Liskutin, M. *Challenge in the Air*, p. 65
69. Liškutín, M. *Letecká služba*, p. 27
70. Kudrna, L. *Když nelétali*, p. 106, 107
71. Ibid., p. 107
72. Vrána, op. cit., p. 75
73. Liška, A. *Jak se plaší smrt*, p. 402
74. Liskutin, M. *Challenge in the Air*, p. 81
75. Kudrna, L. *Když nelétali*, p. 163
76. Fajtl, op. cit., p. 12,13
77. Kudrna, L. *Když nelétali*, p. 60,61
78. Liška,op. cit., p. 341
79. Vrána, op. cit., p. 69
80. Ibid., p. 77
81. Sládek, Č. *Osudy palubního střelce*, p. 48
82. Liskutin, M. *Challenge in the Air*, p. 66, 67

83. Radosta, P. *V Uniformě RAF*, p. 134
84. Vrána, op. cit., p. 79
85. Radosta, op. cit., p. 62
86. Jánský, F. *Nebeští Jezdci*, p. 35
87. Fajtl, op. cit., p. 13
88. Sládek, op. cit., p. 47
89. Fajtl, op. cit., p. 157
90. Kudrna, L. *Když nelétali*, p. 163
91. Vrána, op. cit., p. 78
92. Liskutin, M. *Challenge in the Air*, p. 91
93. Kudrna, L. *Českoslovenští letci ve Velké Británii a válečné fenomény*, p. 10 - 11
94. Fajtl, op. cit., p. 209
95. Jánský, op. cit., p.49
96. Jánský, op. cit., p.28
97. Fajtl, op. cit., p. 171
98. Jánský, op. cit., p.25
99. Fajtl, op. cit., p. 185
100. Vrána, op. cit., p. 86
101. Liskutin, M. *Challenge in the Air*, p. 83
102. Čejka, E. *Zlomená křídla*, p. 128
103. Jánský, op. cit., p.58
104. Kudrna, L. *Když nelétali*, p. 61
105. Fajtl, op. cit., p. 203
106. Čejka, op. cit., p. 272
107. Liška, op. cit., p. 78
108. Vrána, op. cit., p. 84
109. Jánský, op. cit., p.24
110. Vrána, op. cit., p. 113

111. Radosta, op. cit., p. 126
112. Kudrna, L. *Českoslovenští letci ve Velké Británii a válečné fenomény*, p. 11
113. Vrána, op. cit., p. 106
114. Kudrna, L. *Když nelétali*, p. 157)
115. Sládek, op. cit., p. 50
116. Rajlich, J. *Esa na Obloze*, p. 11-22
117. Fajtl, op. cit., p. 221,222
118. Duda, op. cit., p. 185, 186

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9 ABSTRACT

The purpose of the thesis is to gather the information regarding the views and opinions about England of the Czech pilots who fought in the RAF during the World War II. The author is expected to discover how the pilots saw Englishmen and England in every aspect possible as well as to portray the military and political background which influenced the position of the Czech pilots during the World War II.

The work is composed of three main parts. The first one deals with the historical background and it carries the views and opinions about the European countries concerned (Poland, France, the UK) interspaced with the opinions of the governments to the Czech pilots.

The second part describes the structure of the Czech Air Forces in the RAF and the third part is a tapestry of the Czech pilots' opinions regarding England and Englishmen compiled on the basis of examining the pilots' biographies and texts authored by them.

10 RESUMÉ

Účelem práce je shromáždit informace o názorech Českých pilotů bojujících v RAF za II. světové války na Anglii. Popisuje se zde z různých úhlů pohledu, jak Čeští piloti nahlíželi na Angličany a jejich zemi. Také je přiblíženo militaristické a politické pozadí doby, které bezpochyby ovlivnily postavení Českých pilotů v mezinárodním měřítku během války. Práce se skládá ze tří hlavních částí. První se zabývá historií a prezentuje názory vlád Polska, Francie a Spojeného Království na České piloty. Také jsou zde předloženy názory Českých pilotů na dané země.

Druhá část popisuje strukturu Československého letectva v RAF.

Třetí část je mozaikou složenou z názorů Českých pilotů na Anglii a Angličany. Je sestavena na základě prostudování biografií letců a textů, které sepsali sami letci.

11. APPENDICES

11.1 Original Quotation Texts

[3]

První kroky okupantů vedly do posádkových velitelství, na letiště, do vojenských skladů, kasáren, leteckých továren a dílen.

[4]

Německá armáda měla největší zájem získat na svou stranu právě čs. letce, neboť je zcela oprávněně považovala za největší profesionály. Jejich vábničky byly účinné a nejednou končily i českou ostudou.

[7]

A tak krátce po 15. březnu 1939 nejel z Prahy k Moravské Ostravě ani jeden vlak, který by nevezl skupinku československých letců, která se snažila vyhlížet nenápadně a klidně. Dnes již není možno ani podle archívních pramenů zjistit, kdo z nich byl první.

[8]

Přes hranice se dostávali různými způsoby. Ve většině případů je přecházeli s pomocí průvodců pěšky ve směru Hamry-Bílý Kříž-Dolní Lomná nebo Frýdek-Ligotkák.

[9]

Brzy ráno 11. června jsme vyrazili do Rožnova a odtud to Hutiska-Solanec všichni jako turisté s batohy na zádech. Podle pokynů poručíka Zbořila jsme našli pana řídícího učitele Cyrila Macha v jeho škole v Zákopčí. Po krátkém hovoru jsme se vrátili do hostince pana Baroše, odkud jsme v jedenáct hodin všichni odjeli jeho autodrožkou "Pragou" do hor. ... Po příkrém svahu jsme sešli do údolí a proměnili se v exulanty. Za několik minut jsme narazili na polské celníky. Zastavili nás bez násilí a dali najevo, abychom je následovali.

[10]

Budíček ve 4 hodiny. Ráno dosti chladné, ale slunečné. Odjezd vlaku v 5.30 z vítkovického nádraží. Příjezd do Místku přes most ke smluvenému srazu s onou dámou, která nám má umožnit přechod. Místo srazu bylo zvoleno 500 m od mostu proti toku vody u lávky. Jako poznávací znamení jsem obdržel modrý kapesníček.... Cesta vede přes Místek, Dobrou na Pazdernu k hraničnímu domku. Ponejvíce vesnicemi po silnici ke konci lesa a mezi poli.

[11]

Druhý den odjíždíme jako turisté na Radhošť. Přespáváme v Rožnově pod Radhoštěm a další den večer jsme v Kunčičkách, odkud máme podle instrukcí Pavla odjet nákladním vlakem do Polska. Ale vyskytla se nová potíže, někde něco neklape a je opět nutno odložit odjezd. Vracíme se proto do Moravské Ostravy do známé restaurace. Zde bylo rozhodnuto, že příští den přejdeme přes Bílý Kříž za doprovodu našeho hostinského.

[13]

Po delším složitém jednání nabídla francouzská vláda přijmout zhruba čtyři tisíce československých vojáků do smutně proslulé cizinecké legie.

[14]

Proto bylo rozhodnuto, aby československá vojenská skupina byla přesunuta na Západ a v Polsku měla zůstat pouze malá symbolická jednotka.

[26]

Po kapitulaci Francie evakuace československých letců, i když se v chaosu událostí a napsrosté dezorganizaci neobešla bez těžkostí a omylů, byla provedena bez větších ztrát a všechny lodě dříve či později odpluly do anglických přístavů.

[33]

Spory mezi představiteli československého buržoazního politického a vojenského vedení nebyly náhodné, ale měly hlubší kořeny. Charakterizovaly československou buržoazní zahraniční emigraci na Západě již v Polsku, později ve Francii a v různých variacích a intenzitě tyto spory přetrvávaly i ve Velké Británii až do konce války.

[46]

Nové osádky bombardovacích letounů odcházely od výcvikové letky do operační činnosti dokonale vycvičeny ... Každý z těchto osádek byl vycvičen tak, aby mohl svůj první operační let absolvovat s vědomím dokonalé přípravy.

[56]

V průběhu druhé světové války nebylo v podstatě bojiště, na němž by se nebyl v bojovém úkolu podílel československý letec.

[58]

Moje sladká Francie nevypadala na bohatou zemi. Vše se mi zdálo být zastaralé, šedivé, neuspořádané. Vše, co jsem o Francii znal, bylo nějak chybné. A francouzská armáda, kterou jsem viděl kolem sebe, určitě

nevypadala na sílu, která by se mohla postavit Hitlerovi na odpor... a zvítězit!

[63]

Máme na stanici hřiště všeho druhu, koupelny, sprchy, v důstojnické i poddůstojnické jídelně výborné nápoje a sympatickou obsluhu sličných letušek v uniformě.

[67]

Tohle zde se zdá vše zdravé a čisté, jako když přijdeš z domácnosti líné ženské, která si občas i s tatínkem přihne s flašky, do pořádné a spořádané domácnosti. To je můj osobní názor.

[69]

Pro srovnání s naším odchodem z Bordeaux zde byl nádherný obraz klidu a organizační zdatnosti, jakou člověk často nevidí.

[71]

Poměr mezi důstojníky a mužstvem není dosti správný. Mnozí z důstojníků se chovají příliš důvěrně k mužstvu, což jest mnohdy příčinou nenostatečného respektu.

[72]

Překvapuje nás, že nás angličtí vojáci všude vojensky ukázněně zdraví, ač nosíme stejnokroje československého letectva. Všude vládne dojem nehonosnosti, jednoduchosti, hlavně však samozřejmosti.

[73]

Seržant mu dokonce projevil svou přízeň typickým trhnutím hlavy do strany. Připomnělo mu to první dny po příjezdu do Anglie. Dlouho Angličany litoval. Domníval se, že mají pocuchané nervy z těch blitzů. Teprve později přišel na to, že tohle potrhování hlavou není nervová porucha, ale jen způsob důvěrnějšího pozdravu.

[75]

Českoslovenští letci 313. perutě nebyli rovněž zpočátku spokojeni s anglickým pozemním personálem. Naši letci nechápali jeho "pomalost" a flegmatickou povahu.

[76]

Třistatřináctníci dostali jako obvykle nejtěžší úkol. ... Byla to však pro Čechoslováky velká pocta; tím bylo naznačeno, že jsou považováni za nejlepší peruť.

[77]

Uniformy vojáka RAF jsou bezvadně šité, snad každému na míru, poněvadž každý vypadá, jako by vyšel právě od krejčího. ... Každý voják má pěkné boty, žádné bagány. Letectvo má lehké boty, jako civilní.

[78]

... Přetáhl přes hlavu bílý služební svetr. Je teplý, z pravé ovčí vlny. ... Potom si obléká batldres a natahuje vysoké letecké boty. Jsou vyloženy beránkem a je v nich jako v pokojíčku. Král na letcích nešetří, výstroj je kvalitní.

[79]

A opět překvapil Amos. Na slunnou palubu přinesl několik učebnic angličtiny a již nyní studuje. Tvoří se kolem něho hlouček, který již za chvíli vede do práce. Spojuje tak rekreaci s přípravou do Anglie.

[80]

V krátké době se seznamujeme s novým názvoslovím. Perut' je squadron, letka flight A nebo B, hotovost readiness a celá řada dalších názvů, které později pronikají i do naší češtiny.

[81]

Vysedávání na učebně, někdy i na letištní ploše mělo splnit jeden bezpodmínečný cíl: naučit československé letce sloužící v Královských leteckých silách ovládat jazyk, jímž se tu hovořilo. A tak se přidávaly hodiny gramatiky i konverzace, z paměti se učily základní odborné vojenské termíny.

[83]

Moc jsem tehdy anglicky neuměl. Právě jazyk byl největším problémem všech Čechoslováků. ... Velitel squadrony našel jednoho belgického pilota, který výborně ovládal angličtinu, a ten mě musel denně několik hodin učit anglicky.

[84]

Často ho vidím ve společnosti education officera, kterého zaměstnává studiem angličtiny značně více než ostatní. Jeho znalost němčiny a francouzštiny mu nyní pomáhá ve studiu angličtiny.

[85]

Největším problémem byla angličtina, ale i tu jsme brzy zvládli. Jednu zajímavost: Stejně rychle jako anglicky se učili i naši instruktoři česky, a jak... To vám ani nemusím vyprávět. Vzpomínám si na jednoho mechanika, který se velmi rychle naučil česky a dokonce s typicky

pražským přízvukem.

[86]

Když se Pavel představuje do telefonu, jsou Angličané bezradní, jméno Řeřicha je pro ně hrozné.

[87]

Belgičané, měl jsem jich u peruti pět, projevovali zájem o let temperamentněji než klidní Britové.

[88]

Díky všem těm drobným, ale přitom nesmírně vítaným pozornostem bylo znát, že srdce "chladného" Angličana dokáže být i vřele lidské.

[89]

Avšak překvapujícím vítězstvím se docílilo ještě víc: Britové začali chápat život a boj z jiných hledisek než z pozice jejich pohodlného optimismu a neuvěřitelně naivního pacifismu.

[90]

Mentalitu Angličana je velmi těžké pochopit. Jsou, řekl bych, otrlejší a méně přístupní nějakému citu.

[91]

A přece i zde "doma" jsou ukáznění, pozorní jeden ke druhému ve veselí i v hrách.

[94]

Nálada stoupala a brzy se začalo zpívat jako všude, kde jsou Čechoslováci.

[95]

Oni vůbec v Anglii hodně dají na to, co se říká, to je dobré. Musíte ale pořád mluvit pravdu, jinak se pak s vámi nebaví.

[96]

Mluví v množném čísle, ale povedlo se to jemu. Je skromný, to se mi líbí, Angličané pusou moc nelétají.

[97]

Nadporučík Baker je velmi inteligentní člověk a stoletocentní Angličan. Na svém útěku zakusil mnoho hladu a strádání, ale nikdy se nezapomněl každý den oholit, třeba jenom u potoka.

[88]

Angličané jsou divný národ. Dostávají málo jídla, stojí a trpělivě čekají ve frontách, nic neříkají. Doprava je rozrušena, autobusů a vlaků je málo, stojí a trpělivě čekají ve frontách, nic neříkají.

[89]

Hrál jsem si na Angličana: dal jsem si lázeň, objednal si snídani a pak jsem na pohovce pročítal ilustrované časopisy.

[100]

A tak první bojový úspěch české perutě umožnil, abychom pronikli i uzavřeným společenským kruhem Angličanů. Přední liverpoolské rodiny zvou příslušníky perutě do svých domů a navazují se tak přátelství, Češi se sblíží s Aličany, poznávají se navzájem a přizpůsobují se novému prostředí.

[102]

Nutno podotknout, že naši stíhači nazývali hezké mladé ženy "messerschmitky". Dívky byly touto přezdívkou velmi polichoceny, že ony mohou rovněž některého z našich stíhačů sestřelit.

[103]

V Anglii mají ženy různé výsady. Naznačí třeba na ulici, zda si přejí, aby známý je při setkání pozdravil. A musíte je vodit po vnitřní straně chodníku, jo to přebíhání, ne jako u nás pořád po pravé ruce.

[104]

Byl jsem též zase jednou na zábavě a byl jsem překvapen ženama, které se přímo předstihovaly o přízeň nás, Čechů.

[105]

Nechtěl jsem čekat, až se vyjasní, tamní počasí jsem dost znal a tušil jsem, že mlha se nezvedne několik hodin.

[106]

Počasí bylo toho dne typicky anlgické, to znamená, že mraky se dotýkaly země a do toho se občas spustil déšť.

[107]

"Docela pěkná noc!" prolomil ticho. Angličané vždycky začínají rozhovor počasím, nemůže přece jinak.

[108]

Při praktickém vyučování čas rychle ubíhá a nastává "tea time", to je před

pátou hodinou, kdy se podle anglického zvyku podává odpolední svačina s čajem.

[109]

Anglický čaj - začátek a konec všeho. Sedíme, popijíme, teplo se nám rozlévá po celém těle. Jeden šálek, druhý šálek. To není čaj, to je narkotikum. Pití čaje je obřad.

[110]

Asi dva kilometry na východ od letiště stojí u křižovatky silnic malá hospoda, pocházející snad ze středověku. Celá budova je ze dřeva a v nálevně či baru působí vše přímo strašidelným dojmem při plápolavém osvětlení ohněm velkého krbu, v němž by ses mohl i procházet.

[111]

Přivítali nás skandováním "Czechoslovakia". Potom jsme s nimi popíjeli tu prokletou břečku bez pěny, kterou oni omylem nazývají pivem.

[113]

I několik Angličanů se zúčastnilo naší štědrovečerní večeře. Seznámili se tak s našimi obyčejí a ač nerozuměli, snažili se zpívat s námi naše vánoční písně. Vánoční týden byl vyplněn svéráznými vánočními anglickými zvyklostmi a mívá i Nový rok 1942.

[114]

Všechno zde začíná teprve 25. prosince, to je tak zvaný Christmas Day, který se slaví stejně jako 26. prosinec, tzv. Boxing Day. V tyto dny se Angličané veselí a věnují tanci a zábavě.

[115]

K štědrovečernímu jídlu se na stole objevil smažený řízek a samozřejmě nezbytný anglický pudink, ozdobený ovocem a příjemně vonící troškou alkoholu v něm. I anglické pivo nalévané přímo z konve jim chutnalo.

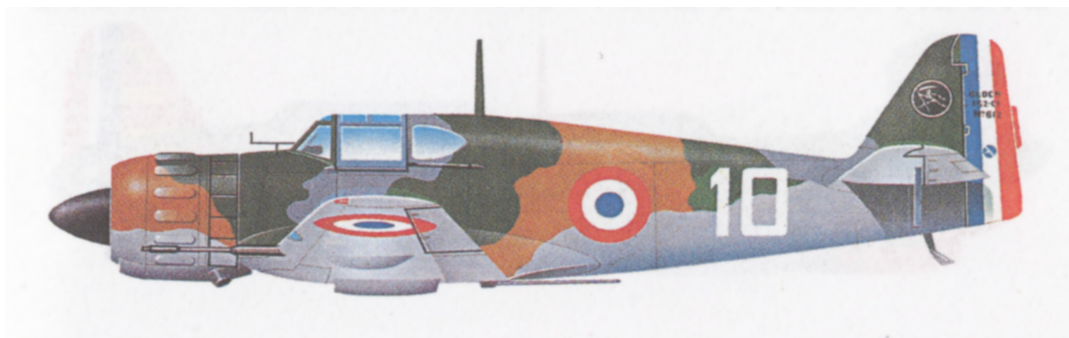
[118]

Britové si dodnes váží každého letce, který třeba jen jedenkrát v Battle of Britain vzlétl, a pokládají jej za národního hrdinu. Kdykoliv jsem mohl do Anglie přijet, cítím i po tolika letech, že se na této verzi nic nezměnilo, všude vidím vděk a pozornost, s níž jsem se v Čechách málokdy setkal. Jsem proto pokaždé dojat a moc si přístupu Angličanů vážím, byť nás přímých aktérů již zůstalo tak málo.

11.2 Samples of the Aircraft Flown by the Czechoslovak Pilots in France

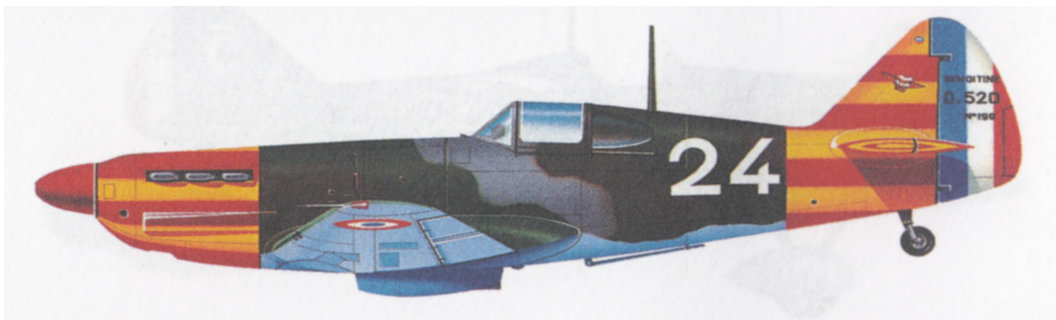
11.2.1 Fighter Aircraft

11.2.1.1 Bloch MB 125



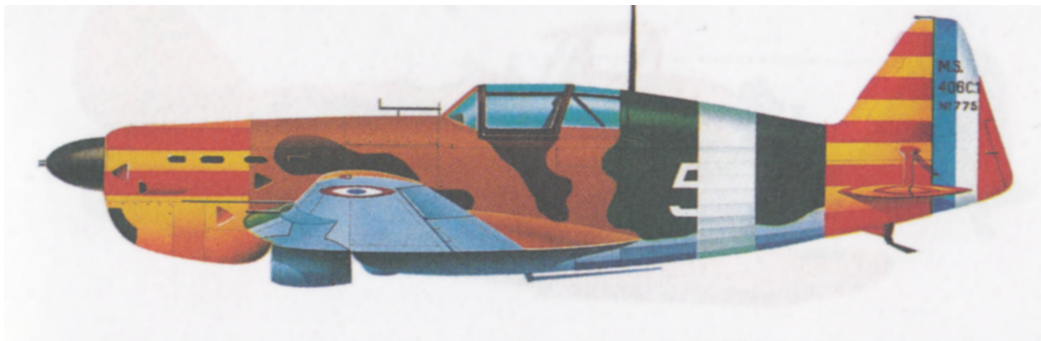
Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p.47. ISBN 978-80-7238-233-1.

11.2.1.2 Dewoitine D.520



Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 104. ISBN 978-80-7238-233-1.

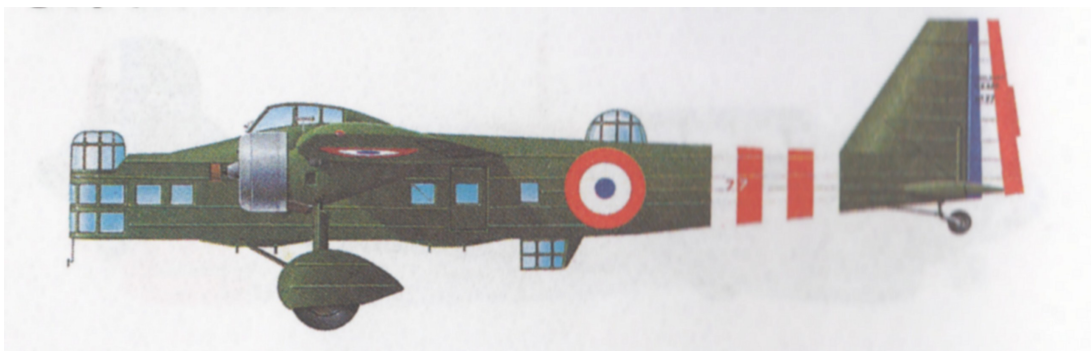
11.2.1.3 Morane-Saulnier MS.406



Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 249. ISBN 978-80-7238-233-1.

11.2.2 Bomber Aircraft

11.2.2.1 Bloch MB. 200

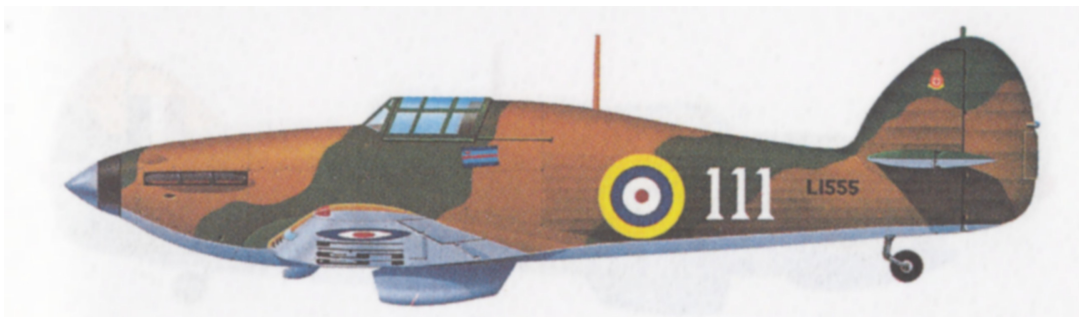


Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 50. ISBN 978-80-7238-233-1.

11.3 Samples of the aircraft flown by the Czechoslovak pilots in the RAF

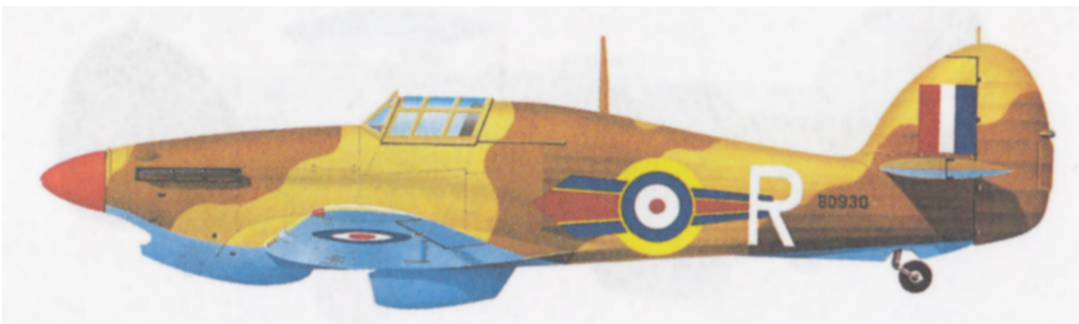
11.3.1 Fighter Aircraft

11.3.1.1 Hawker Hurricane Mk I



Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 161. ISBN 978-80-7238-233-1.

11.3.1.2 Hawker Hurricane Mk II



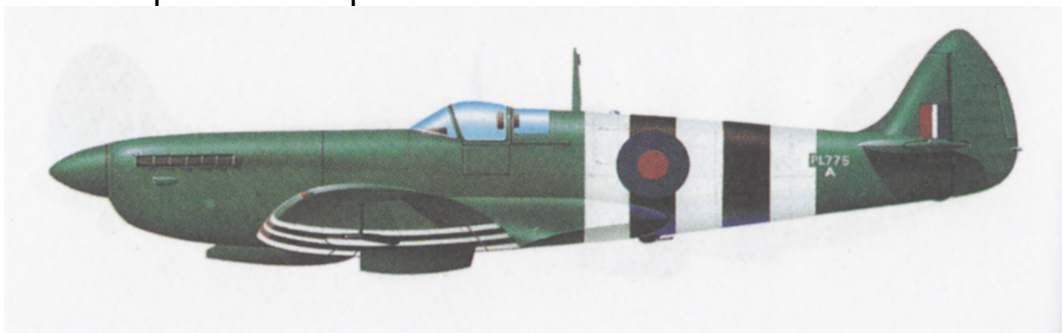
Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 162. ISBN 978-80-7238-233-1.

11.3.1.3 Spitfire F.Mk IX



Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 297. ISBN 978-80-7238-233-1.

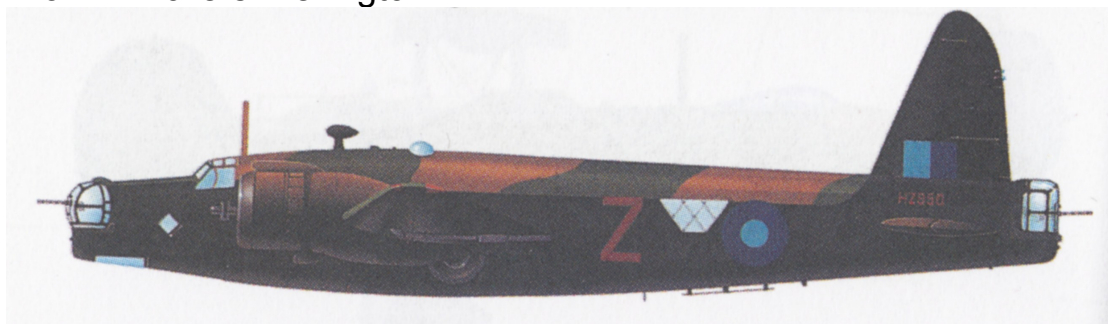
11.3.1.4 Supermarine Spitfire Mk VA



Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 298. ISBN 978-80-7238-233-1.

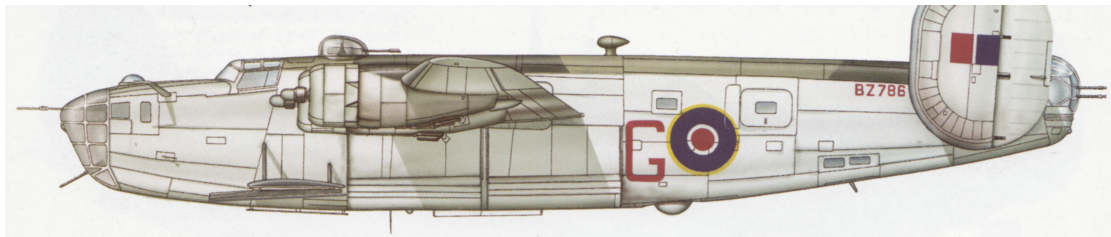
11.3.2 Bomber Aircraft

11.3.2.1 Vickers Wellington Mk X



Source: CHANT, Chris. *Letouny druhé světové války*. Praha: Svojtka&Co.,s.r.o., 2008, p. 304. ISBN 978-80-7238-233-1.

11.3.2.2 Liberator GR Mk V



Source: Wartime Colours. HURT, Zdeněk. *Czechs in the RAF in Focus*. Walton on Thames: Red Kite, 2004. ISBN 0-9538061-9-7.

11.5 Photos of the Czechoslovak airman

11.5.1 No.310 Czechoslovak Squadron



Source: Příloha. RAJLICH, Jiří. *Esa na obloze*. Praha: Naše Vojsko, 2004. ISBN 80-206-0720-X.

11.5.2 Alert practice of the No. 312 Czechoslovak Squadron



Source: Příloha. RAJLICH, Jiří. *Esa na obloze*. Praha: Naše Vojsko, 2004. ISBN 80-206-0720-X.

11.5.3 The Czechoslovak pilots' Rest



Source: Příloha. RAJLICH, Jiří. *Esa na obloze*. Praha: Naše Vojsko, 2004. ISBN 80-206-0720-X.

11.5.4 F/Lt Karel Kuttelwisher, DFC&Bar



Source: HURT, Zdeněk. *Czechs in the RAF in Focus*. Walton on Thames: Red Kite, 2004, p. 62. ISBN 0-9538061-9-7.

11.6 Badges of the Czechoslovak Squadrons

11.6.1 No. 310 Fighter Squadron 11.6.2 No. 311 Bomber Squadron



Source: Czechoslovak squadrons in RAF. *Militaryphotos* [online]. 2012. Available from: <http://www.militaryphotos.net/forums/album.php?albumid=604&attachmentid=92400> [Retrieved 9 April 2012]



Source: Czechoslovak squadrons in RAF. *Militaryphotos* [online]. 2012. Available from: <http://www.militaryphotos.net/forums/album.php?albumid=604&attachmentid=92401> [Retrieved 9 April 2012]

11.6.3 No. 312 Fighter Squadron 11.6.4 No. 313 Fighter Squadron



Source: Czechoslovak squadrons in RAF. *Militaryphotos* [online]. 2012. Available from: <http://www.militaryphotos.net/forums/album.php?albumid=604&attachmentid=92402> [Retrieved 9 April 2012]



Source: Czechoslovak squadrons in RAF. *Militaryphotos* [online]. 2012. Available from: <http://www.militaryphotos.net/forums/album.php?albumid=604&attachmentid=92403> [Retrieved 9 April 2012]

11.7 Uniforms of the Czechoslovak pilots

11.7.1 Uniform 1.



11.7.2 Uniform 2.



11.7.3 Uniform 3.



Source: Exponáty. *Czech Spitfire Club* [online]. Available from: <http://www.czechspitfireclub.cz/?sekce1=exponaty>. [Retrieved 9 April 2012]

11.8 Photographies from my album (taken in the Imperial War Museum North, Manchester, 9 January 2012)

11.8.1 Flying jacket, boots and gauntlets



11.8.2 Flying helmet



11.8.3 Life vest (Mae-vest type)



11.8.4 Air-gunner trousers & Life vest



11.9 Newspaper articles

11.9.1 100. výročí narození válečného pilota plk. Josefa Gutvald

100. výročí narození válečného pilota plk. Josefa Gutvalda

Sto let je dlouhá doba. Společnost byla hodně jiná, Československo ještě neexistovalo, přesto ale přicházeli na svět věrní synové vlasti – muži, jejichž charaktery měly být tvrdě prověřeny válkou.

21. prosince 1911 se v Třebíči narodil Josef Gutvald, syn městského strážníka. Absolvoval obecnou i měšťanskou školu a vyučil se zámečníkem. Velmi ho zaujalo létání, proto se přihlásil do prostějovské Školy pro odborný dorost letectva. Po dvou letech, v roce 1931, absolvoval a narukoval do armády k letectvu. Tragický 15. březen 1939 jej zastihl během služby na letišti Praha – Kbely. S nacistickou porobou se ale nesmířil. S devíti kolegy odešel v lednu 1940 do exilu tzv. balkánskou cestou. Od března do července pobýval v táboře čs. letecké skupiny v jihofrancouzském Agde, do bojů na frontě však nezasáhl. Po kapitulaci se mu podařilo dostat se lodí do Velké Británie.

25. července 1940 složil přísahu a stal se příslušníkem Royal Air Force s hodností Sergeant – četař. Do října prošel potřebným přeškolením a nastoupil k 43. stíhací peruti vyzbrojené letouny Hawker Hurricane Mk. I. Po měsíci byl přeložen k 46. squadroně, kde spolu se třemi dalšími Čechy sloužil do května 1941, pak nakrátko létal u 3. sq.



10. května vznikla 313. čs. stíhací perut, ke které byl již o osm dní později převelen. Jednotka dislokovaná na základně Catterick byla složená z našich zkušených pilotů doplněných britským pozemním personálem.

Výzbroj se sestávala ze strojů Supermarine Spitfire Mk. Ia. 27. května byly na programu cvičné výškové lety s naváděním na domovské letiště. Sgt Gutvald se ale během stoupání do cílových 7.000 metrů pozemní kontrole odmíchl.

Zakrátko jeho zjevně neovládaný Spitfire s burácejícím motorem vyletěl strmě z mraků a roztříštil se o zem nedaleko Uckerby. Pilot v řídkém vzduchu pravděpodobně ztratil vědomí v důsledku zamrznutí kyslíkového přístroje... O tři dny později jej uložili na hřbitově nedaleko základny.

Josef Gutvald byl jedním z téměř 1.300 československých letců, kteří byli operačně nasazeni v RAF v boji za naši svobodu. Pro svou vlast položil život, stejně jako 504 dalších... Čest jeho památce!

**Josef „Joe“ Vochyán,
Czech Spitfire Club**

PILOT Josef Gutvald krátce před osudným letem.

(Foto laskavě poskytnuto příbuznými)

Source: VOCHYÁN, Josef "Joe". 100. výročí narození válečného pilota plk. Josefa Gutvalda. *Jihlavské Listy: Noviny Kraje Vysočina*. 2011, XXII, č. 103.

11.9.2 Div. gen. Alois Kubita, C.B.E.

**Div. gen.
Alois Kubita,
C.B.E.**

generál letectva,
diplomat
* 25. 1. 1892,
Horní Bobrová
† 6. 7. 1954, Praha
(120. výročí
narození)



*DIV. GEN. ALOIS KUBITA,
C.B.E.*

Foto: archiv B-24 Polná

Letec, významný diplomat a jeden z nejvyšších československých důstojníků v řadách RAF.

Když v létě 1940 probíhala jednání mezi RAF a reprezentací čs. exilového letectva, československou stranu zastupovali převážně brig. gen. Karel Janoušek, plk. Josef Berounský a pplk. Alois Kubita. Brali na sebe zodpovědnost za budoucnost čs. letců v Anglii.

Fakt, že Kubita na přelomu 20. a 30. let působil jako vojenský a letecký atašé ve Velké Británii, a získal tak řadu osobních kontaktů na významné činníky RAF, při jednání o osudu našich letců sehrál svoji roli.

Alois Kubita se narodil 25. 1. 1892 v takzvaném Kubitově mlýně v Horní Bobrově. Po absolvování novoměstského reálného gymnázia si zvolil vojenskou kariéru. Absolvoval Vojenskou kadetku v Brně. Od r. 1912 sloužil v Praze a po dvou letech byl povýšen na poručíka.

V průběhu 1. sv. války Kubita bojoval na černo-horské, srbské, rumunské a italské frontě, kde byl třikrát raněn. O jeho odvaze svědčí i obdržena tři vyznamenání, mezi nimi Signum Laudis. Absolvoval kurs leteckých pozorovatelů, byl sestřelen a dostal se do italského zajetí. V srpnu 1920 vstoupil do čs. armády, kde absolvoval pilotní výcvik na letecké škole v Chebu. V hodnosti kapitána postupně velel leteckým jednotkám v Košicích a Prostějově.

Zásadní změnou v Kubišově vojenské kariéře byl rok 1927, kdy se stal čs. vojenským a leteckým atašé ve Velké Británii. To i díky svému skvělému společenskému vystupování a znalosti jazyků. Hovořil anglicky, německy, italsky a částečně francouzsky. Po návratu do vlasti v roce 1931 byl povýšen do hodnosti majora. Působil krátce na ministerstvu obrany a pak se vrátil k bojovým jednotkám, kde postupně velel několika perutím.

Okupace Aloise Kubitu zastihla jako velitele III/3 perutě v Piešťanech. V únoru 1940 utekl přes Balkán do Francie, ale pro rychlý pád Francie odplul na jaře 1940 do Anglie. Zde vstoupil do RAF. Stal se spolupracovníkem gen. K. Janouška a působil jako styčný důstojník u různých velitelství RAF.

U 311. československé bombardovací perutě RAF A. Kubita absolvoval desítku operačních letů jako přední střelec. Byl povýšen na plukovníka a za mimořádné zásluhy o čs. letectvo ve V.

B. obdržel Řád britského impéria III. třídy. To prozrazuje titul za jménem C. B. E. - Commander Britského impéria.

V květnu 1945 se Alois Kubita vrátil do Československa jako brigádní generál. Působil na hlavním štábu velitelství letectva a na nově založeném technicko-leteckém odboru ministerstva národní obrany. Dva roky také působil jako vrchní ředitel Československých aerolinií, později byl velitelem armádního leteckého týlu.

V prosinci 1949 byl Alois Kubita povýšen do hodnosti divizního generála. Do důchodu odešel v roce 1950 a po čtyřech letech zemřel ve svých 62 letech. Měl však nezvyklé štěstí. Jako jeden z mála „západních letců“ se vyhnul komunistické perzekuci.

Obyvatelé obce Bobrová a Český svaz bojovníků za svobodu v roce 2006 odhalili Aloisi Kubitovi pamětní desku na budově obecního úřadu.

11.9.3 Před 70 lety se bili o Británii

Před 70 lety se bili o Británii

V předvečer výročí první čisté letecké bitvy v dějinách války – Bitvy o Británii – 14. září připravil kraj Vysočina společně s Czech Spitfire Club v Horácím divadle vzpomínkové setkání s legendami válečného nebe. Vzdušný prostor Británie před 70 lety bránili i Karel Kuttelwascher, Vilém Göth nebo Imrich Gablech. S rodinnými příslušníky i pamětníky se u příležitosti své návštěvy na Vysočině setkal také prezident České republiky. Českoslovenští stíhači zařazení v československých, britských a polských jednotkách tvořili 4 % stavu britského stíhacího letectva. Stejný čtyřprocentní podíl získali na jeho úspěchu.

Českoslovenští piloti provedli během tříměsíční bitvy o Británii 40 370 letů v celkovém čase 96 337 operačních hodin. Sestřelili 204 letouny jistě, 68 pravděpodobně, 131 letadel poškodili. Bombardovací letci shodili na nepřátelské cíle 1218 tun trhavých pum a 92 925 kusů zápalných pum. Pět set pět československých letců padlo nebo

zůstalo nezvěstných. Další 206 pilotů bylo zraněno nebo zahynulo při výcviku, zajato bylo 52 pilotů. Permanentní přítomnost československých pilotů v bojích přispěla k naplnění toho, čemu se říkalo Československá věc. „Bez osobního nasazení československých stíhacích letců a týmu statečných, kteří zajišťovali servis na zemi, by možná druhá světová válka nabrala jiný směr. Můžeme se jen domnívat, co by bylo dnes, kdyby

nebylo Bitvy o Británii,“ uvedl v úvodu setkání hejtman kraje Vysočina Jiří Běhounek.

Jeden z mála žijících pamětníků legendárních leteckých soubojů nad Británií plukovník Imrich Gablech se vzpomínkového setkání osobně účastnil. Držitel nejvyššího státního vyznamenání České republiky – řádu Bílého lva – působil jako dispečer letového provozu, Po únorovém převratu byl perzekuován komunisty. Pozvání mezi pamětníky přijaly i dcery legendárního brigádního generála Karla Kuttelwaschera Marii Rowe a Vee Darlington, které žijí v Londýně. Na plukovníka Viléma Götha, který padl ve vzdušném prostoru nad Tenterdenem 25. října, zavzpomínal jeho synovec Čestmír Göth.

text: Anna Chudobová foto: Luboš Pavlíček

„Nikdy v dějinách lidských střetnutí nevděčilo takové množství lidí za tak mnohé tak malé hrdce jednotlivců...“
Sir Winston Leonard Spencer-Churchill,
Bitva o Británii



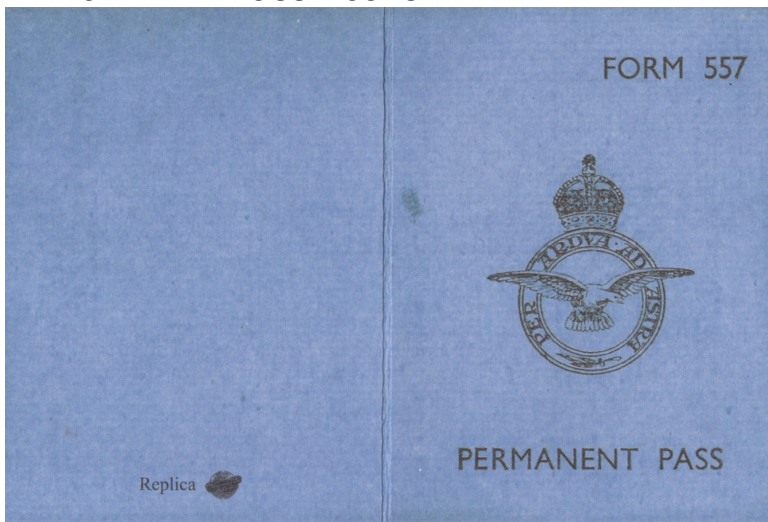
Na fotografii zdraví hosty vzpomínkového setkání Imrich Gablech

Source: CHUDOBOVÁ, Anna. Před 70 lety se bili o Británii. *Kraj Vysočina: Měsíčník pro občany Vysočiny*. 2010, roč. 7, č. 9.

11.10 Replicas

I bought these replicas in the United Kingdom in the year 2011. The original replicas are in my possession. The replicas were produced and designed by the Memorabilia Pack Co. 16 Forth Street, Edinburgh, EH1 3LH

11.10.1 RAF Pass - cover



11.10.1 RAF Pass

No.

ROYAL AIR FORCE.

No. 2396155 Rank AF2 AC1

Name HEYM, L.

Serial No. of Form 1250 529757

Unit 2.F.T.S.

Station SOUTH LERNEY

Has permission to be absent from his quarters
 during off-duty hours with permission to
 wear plain clothes. without

Signed Abdelaziz Rank F.1

(Unit stamp and date issued.)

Wt. 49647.

11.10.2 Combat report

YEAR 1940		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	
MONTH	DATE	Type	No.				
SEPT.						TOTALS BROUGHT FORWARD	
						(cont). Sky seemed empty so went down to Dungeness to wait for the pack coming home. Saw 2 large formations of 215's but had a smack at each without result. Second lot had fixed rear guns & opened fire after I broke away. Total bog for day 185 certain. Not bad! Patrol wing patrol.	
	15	Spitfire	X4170			Do.	
	16		X4237			Do.	
	18		X4170			Do.	
	21		X4424			Do.	
	23		X4424			Do.	
	24		X4424			Do.	
	24		X4424			Do.	
	27		P7421			Do.	
	27		P7421			Do.	
	30		P7428			Do.	
				GRAND TOTAL (Cols. (1) to (10))		TOTALS CARRIED FORWARD	
				855 Hrs. 55 Mins.			

YEAR 1940		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	
MONTH	DATE	Type	No.				
SEPT.						TOTALS BROUGHT FORWARD	
						(cont). Got one of Me 110's on fire. whereupon the other left his charge & ran for home! Played with Me 110's for a bit & finally got one in both engines. Never had so much fun before! Patrol.	
	14	Spitfire	X4170			Party. 242 leading wing. Ran into the the whole Luftwaffe over 10/10 over London. Wave after wave of bombers covered by several hundred fighters. Worked into escort as per arrangement & piled out a 10%. Had a bit of a dog fight & finally he went into cloud in inverted diving path obviously crashed as he appeared out of control.	
	15		X4170				
				GRAND TOTAL (Cols. (1) to (10))		TOTALS CARRIED FORWARD	
				843 Hrs. 10 Mins.			

11.10.3 Instructions in case of capture

FOR OFFICIAL USE ONLY.


Air Publication 1543
March, 1936
2nd edition June, 1941

NOT TO BE CARRIED IN AIRCRAFT

INSTRUCTIONS and GUIDE to ALL OFFICERS and AIRMEN of THE ROYAL AIR FORCE regarding PRECAUTIONS to be taken in the event of falling into the hands of an ENEMY

Issued for the information and guidance of all concerned.

By Command of the Air Council



NOTES

1. During hostilities a copy of this publication is to be issued to every crew member. It is to be made available to him over enemy territory. An issue is to be made to him and to every such airman who joins the unit during the period of hostilities, unless he already has a copy.
2. C.O.s. are to ensure that all other personnel have a broad knowledge of the principles laid down herein.

5

14. Don't be downhearted if captured. Opportunities for escape will present themselves. It is the duty of prisoners to make such attempts; which in themselves have a very appreciable nuisance value. In accordance with the custom of the service, when captured, you are to be given to an enemy by an officer of the Royal Air Force.

15. Don't forget to keep your eyes and ears open. We want information useful to others wishing to escape.

16. If you succeed in escaping and in arriving in friendly territory don't discuss your experience with anyone at all, whether in the service or otherwise, and don't under any circumstances mention the name of any person who may have helped you to escape, until you are interviewed by the proper Military Authorities.

17. Don't carry these instructions on you or in your aircraft. They are to help you and not the enemy.

PART V

Rights of prisoners

1. The rights of prisoners of war are fully safeguarded by the Geneva Convention of 1929, and this should be displayed in every Camp. Insist on this being done.
2. There is a neutral Protecting Power to whom all serious complaints can be addressed through the Camp Commandant.
3. If you escape to a neutral country claim your freedom and report to the nearest British representative.

(2285) 74329 Wt. 17814/831. 10/34 6/41 W.P. Ltd.
Replica

4

3. Don't forget to destroy, if possible, your aircraft, maps, etc., by fire if brought down. You have instructions, but don't forget the imperative necessity of giving effect to them.
4. Don't while in flight make any notes on performances or shortcomings of aircraft, armament or equipment.
5. Don't give any information other than name, rank and details. If you stick to this, the interrogator is completely defeated.
6. Don't refer in any circumstances to your unit and position. A careless word may cost old comrades their lives.
7. Don't forget there are expert interrogators who will obtain information from you if you enter into conversation with them on even seemingly unimportant subjects. Silence alone is safe.
8. Don't try to be clever and invent false information. The interrogators have had great experience and will soon find you out.
9. Don't talk shop. If you have plans to discuss, do it in the open air, and even then take care, even trees have ears.
10. Don't jump to the conclusion that your room is free of spies because you cannot find one. The enemy has years of experience.
11. Don't believe anything you are told from enemy or possible enemy sources.
12. Don't address letters in such a way as to indicate the whereabouts of your station or any unit of any service. Letters to officers or other ranks of the R.A.F. should be addressed to their homes or c/o Air Ministry.
13. Don't broadcast. It helps the enemy and is contrary to orders.

6

6. Meteorological. Anything about the weather, recent or forecasts.

7. Air Defence organisation and A.A. Defences.

8. Home Conditions—Politics—Food Supply—Spirit of the People and serving Forces.

Remember that the men talking to you are enemies

PART III

Sources and methods which may be employed by an enemy to derive information

These notes are based on fact. They are made from the experience of men who have actually been Prisoners of War and who know what they are talking about.

Sources

Section I.

1. Captured material and markings.
2. Papers found in aircraft.
3. Repeated interrogation; by professing sympathy; simulating professional and technical interest; or by threats.
4. Notebooks, diaries, personal letters and effects.
5. Letters written by and to Prisoners of War.
6. Microphones.

Section II.

1. By impersonating British or Allied prisoners and mixing with genuine prisoners.
2. By using agents such as a hospital nurse or attendant, who will profess to sympathise.

7

PART I

ENEMY

Information that should be given in the event of capture by the ENEMY

According to the Geneva Convention of July 27, 1929, signed by all the Great Powers, a Prisoner of War must give his name and rank, or his identity disc number. In practice, all three should be given.

No further information whatsoever should be given. Look at your identity disc and see what it gives. Notice that it does not give your squadron number. Remember that the enemy dare not carry threats into execution, and a prisoner who systematically refuses to give information is respected by his captors.

PART II

What the enemy will try and find out from you

Navy and Army.

1. Any information about any unit of the Air Force, or of the where it is stationed, and what is its strength?

What have been the serious movements? Any rumours as to future movements?

What do you know about casualties suffered?

What do you know about designs—new designs—and armament. Building and Supply.

2. Types of Aircraft—performances—landing grounds at home and abroad.

3. Aerodromes and landing grounds at home and abroad.

4. Any information about training—tactics, British, or how much you know of enemy tactics, British, or to British ships.

5. Information about air raid damage in U.K. or to British ships.

8

Remember that the person talking to you may be an enemy. The only man you can be sure is a friend is the man you know before capture

3. By use of microphones, which must be expected may be in every room at every stage of your imprisonment.

Because you can't find the microphone don't think there isn't one. We know there is, and that the enemy will be listening. So, never talk shop

4. By suggesting that another officer or man has talked freely, giving the impression that silence is no longer of value.

5. By friendly reception and good treatment on capture, such as being offered drinks.

6. By renewed interrogation long after capture, not necessarily by direct inquiry but casual and seemingly friendly interest.

PART IV

DONT'S

1. Don't carry or allow anyone else to carry any papers, official or otherwise, which may give away information. Everything gives away information. Turn out your pockets as a matter of routine before going up even if you don't expect to go over the enemy lines.
2. Don't allow your kit to bear any tradesmen's tabs or labels of your school or station, or have any marks, other than official, on your identity disc.

11.10.4 Flying Duties leaflet - front

WHERE TO APPLY

Apply R.A.F. Section of any of these
ABERDEEN—Old Infirmary, Woolmahill.
ACTON—Drill Hall, Horn Lane, W3.
BELFAST—Hanover House, Clifton Street.
BIRMINGHAM—Y. M. C. A., Dale End.
BLACKBURN—Vee Cross Dance Hall, Regent Street.
BOLTON—Mandley Street Sunday Schools, Great Moor Street.
BRIDFORD—Mechanics Institute, Tyral Street.
BRIGHTON—Oddfellows Hall, 118 Queen's Road.
BRISTOL—Provident Hall, Prewitt Street, Redcliffe.
CAMBRIDGE—Wesley Schools, King Street.
CANTERBURY—Oddfellows Hall, Orange Street.
CARDIFF—St. John's School, The Friary.
CARLISLE—10 Portland Square.
CHELTNAM—Burton's Buildings, High Street.
CHESTER—Assembly Rooms, Newgate Street.
COLCHESTER—Methodist Schoolroom, Culver Street.
COVENTRY—Sibree Hall, Warwick Row.
CRYSTON—Drill Hall, Poplar Walk, West Croydon.
DERBY—Assembly Rooms, Market Place.
DUMFRIES—Rosefield Mills.
DUNDEE—Gard Hall, City Square.
DURHAM—Wesleyan Lecture Room, Old Elvet.
EDGWARE—Drill Hall, Deansbrook Road.
EDINBURGH—Music Hall, 54 George Street.
ELTHAM—Forthshire Grey Dance Hall, Eltham Hill, S.E.9.
EXETER—16 Castle Street.
GLASGOW—St. Mungo Grand Hall, Moffat Street, C.5.
GLOUCESTER—Kilkes Memorial Hall, Brunswick Road.
HANLEY—Bethesda Schools, Bethesda Street.

VOLUNTEER FOR FLYING DUTIES



AIR CREWS IN THE R.A.F.

ROYAL AIR FORCE

11.10.4 Flying Duties leaflet - front II.

VITAL NEEDS OF THE EXPANDING R.A.F.

MAKE THE R.A.F. SUPREME

Britain is proud of the valour, heroism and efficiency of the pilots, observers and wireless operator/air gunners who form the air crews of the Royal Air Force. Recent events have demonstrated more strongly than ever the enormous importance of air power and of the vital work which the air crews perform. For these reasons there is one end to which we must all strive—to make the R.A.F. supreme, to make it supreme not only in the quality of its men and machines, but in numbers as well. Both now and in the future, the requirements of the R.A.F. must be fully met. This is vital.

PRODUCTION INCREASES DAY BY DAY

The production of aircraft is mounting on an ever-increasing scale. Every day new planes are coming off the production line in their dozens—Wellingtons, Whitneys, Hampdens, Blenheims, Hurricanes, Spitfires, Defiants . . . besides later types, much faster and more formidable. And not only has the production of aircraft increased—essential equipment and armament have kept pace.

EVERY NEW AIRCRAFT NEEDS A CREW

Hand in hand with this increased production must go the training of fresh air crews. Hundreds of new aircraft every week are valueless by themselves—there must be crews to man them. The expanding R.A.F. is providing for this. With the increase of flying training facilities, many more air crew candidates can be enrolled for training. With every month that goes by more and more squadrons are being formed and more and more air crews are needed.

BRITAIN MUST PROVIDE AIR CREWS

Much prominence has rightly been given to the air training schemes which are in progress in the Empire. From Canada, Australia, New Zealand, Rhodesia, and South Africa will come thousands of air crews every year. But while the Empire's efforts are of the highest importance, the call on the Motherland is even larger and more intense. We must pull our weight to the full, and a large proportion of the Empire's total output of air crews must come from Britain.

ONLY THE BEST ARE GOOD ENOUGH

Air crew service in the Royal Air Force calls for young men of the highest quality. Fitness, dash and initiative are essential, coupled with intelligence and a sense of responsibility. Every week the R.A.F. is producing men such as these—fully trained, fully equipped. They have already proved their fitness not only to defend their Mother country, but to carry the war into the enemy's territory as well. The R.A.F. wants only volunteers—only the best are good enough. Are you one of them? Why not join those who have earned that proud tribute from the Prime Minister—"Never in the field of human conflict was so much owed by so many to so few"?

IMMEDIATE ENROLMENT

Most young men naturally wish to begin training immediately they are enrolled. But the R.A.F. must provide its trained personnel on a planned basis. Thus candidates are normally placed in a pool for a short period until there is a training course available for them. The R.A.F. cannot allow any course to be short of a single man and it draws on the "waiting list" as required. It has this advantage for you—you can be enrolled now for the service of your choice.

A JOB WORTH WAITING FOR—FLYING SERVICE IN THE R.A.F.

11.10.4 Flying Duties leaflet - back

PILOTS

As a pupil pilot you will first go to an Initial Training Wing, then to Elementary and Service Flying Training Schools, where you will gain your coveted "wings." You will learn not only to fly but also to fight in the air. After your training you may pilot fighters—Spitfires, Hurricanes, Defiants; you may lead a bombing raid in a Wellington, Hampden, or Beaufort, or you may carry out long range reconnaissances in Sunderland flying boats or in Hudson land-planes.

WIRELESS OPERATOR/AIR GUNNERS

As a wireless Operator/Air Gunner, your job is communication between your "ship" and the ground or other aircraft, and defence against attack. First you receive ground instruction at an Initial Training Wing along with future pilots and observers; then you go on to special wireless and air gunnery schools, and learn to fill either post in an air crew. If you wish opportunities will be given you later to volunteer for flying or observer duties.

AIR OBSERVERS

Your duties as an air observer include air navigation, signalling, bomb-aiming, reconnaissance, air gunnery and photography. Your training also commences with ground instruction at an Initial Training Wing, then you pass through Navigation and Bombing and Gunnery Schools. After your training, you are posted to a Bomber or Coastal Command unit—either at home or overseas.

THE QUALIFICATIONS YOU REQUIRE

As an applicant for air crew service you must be physically fit, intelligent, and have the desire to fight in the air. You will be examined by the Aviation Candidates Selection Board who will decide whether your qualifications make you suitable for air crew duty. The main requirements follow.

AGE LIMITS.

	Lower Age Limit	Upper Age Limit
Pilots	18	31st Birthday
Air Observers	18	33rd Birthday
Wireless Operator/Air Gunners	18	33rd Birthday

EDUCATIONAL STANDARDS. Your general education, either at school or during your subsequent career, should have been above elementary standard. Insistence is not wholly on examination standards, however—you are judged equally by your determination and capability of assimilating instruction.

MEN WHO CAN VOLUNTEER. (a) You can volunteer if you are aged 18 or 19 or have become 20 since the last registration under the National Service (Armed Forces) Acts.

(b) If you are not between 20 and 32 and have registered for any of the services, but not yet been posted, you can still volunteer for flying duties in the R.A.F.

HOW TO APPLY. If you are in class (a) or class (b) you should apply in person or in writing to the R.A.F. Section of the nearest Combined Recruiting Centre. You will find its address on the back page. If you are in class (b) you should also notify, in writing, the Employment Exchange at which you registered that you now wish to serve on Air Crew duties in the R.A.F.

WHAT THE R.A.F. OFFERS YOU

YOUR RANK. All air crew candidates enter through the ranks. On completion of training (or after a period of active service) there are prospects, for pilots and observers, of a commission as Acting Pilot Officer. In any case, nobody on air crew service receives less than the rank of sergeant when fully trained.

YOUR PAY. During ground training, the pay for all is 2/6 a day. During flying training, pilots and observers receive 5/6 a day, plus flying instructional pay of 2/- a day for pilots and 1/6 for air observers.


When you have completed your training your daily pay (in the rank of sergeant) will be :- Pilot or Observer: 13/-; Wireless Operator/Air Gunner, 8/3. If you are commissioned as an Acting Pilot Officer your pay will commence at 11/10 a day, plus allowances.

Your uniform, food, accommodation, medical and dental attendance are provided free. If you are married or have dependants full allowances are payable.

SPECIAL OPPORTUNITIES. Air crew service offers special opportunities to play an early, active and vital part in the war effort. To the young men of 18 and 19 it affords also an opportunity to serve before they reach the normal call-up age of 20. If you are not yet 18, go and talk it over with your local Recruiting Officer. He will give you advice and register your name for entry at the earliest possible date.

ADVICE AND ENROLMENT. This pamphlet outlines the main features of air crew service in the Royal Air Force. You can get further particulars or advice from the staff of the R.A.F. Section of any Combined Recruiting Centre. It is there, too, that you should apply for enrolment. A list of the centres is given overleaf. But remember, even if you are accepted for R.A.F. service, do not give up your civil job until you are actually called up for training.

11.10.5 Fighter Fund Appeal



THE BOROUGH OF HENDON
FIGHTER FUND

Headquarters :
CENTRAL LIBRARY, HENDON, N.W.4
Telephone : HENDon 6978 and 8537

18th November, 1940.

Under the Patronage of
THE MAYOR OF HENDON
(Councillor A. A. Naar,
M.B.E., J.P.) and
SIR REGINALD BLAIR, M.P.

Chairman :
Councillor KIRKLAND BRIDGE

Hon. Secretary :
J. E. Walker, F.L.A.

Hon. Treasurer :
George Hails, F.S.A.A.

Dear Miss Bird,

I want to say "Thank you"!

The £20,000 is IN, the Four Fighters are UP -
and that is another job done.

I cannot permit the Campaign to close without
placing on record our deep sense of appreciation for
your personal service.

The Fund made a flying start in August: then,
the night-raiders curtailed most of our activities,
until, for a short while it was "touch and go" as to
whether Hendon could keep its promise.

But, the unquenchable enthusiasm of our volun-
tary workers turned the scale . . . and I believe we
are the first London Borough to provide such a con-
siderable sum on time.

A personal word too. Leading this Campaign has
been one of the most exciting adventures of my life,
and at every step of the way your courage, resolution
and good humour have been a tremendous support.


Thank you. If I may say so "Thank you 20,000
times".

Yours sincerely
Kirkland Bridge

KB:VC
CHAIRMAN

**AIM TO PROVIDE, IN THE NAME OF THE CITIZENS OF HENDON, FOUR
FIGHTER AIRCRAFT FOR BRITAIN'S AIR OFFENSIVE AT A COST OF £20,000**

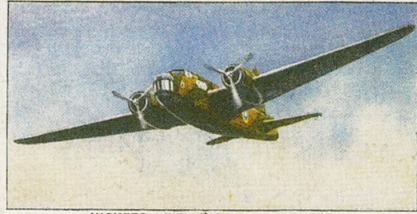
CHEQUES SHOULD BE MADE PAYABLE TO "FOUR FIGHTER FUND HENDON"



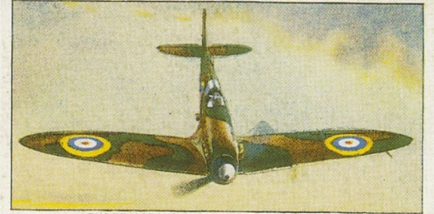
11.10.6 Trade cards - front



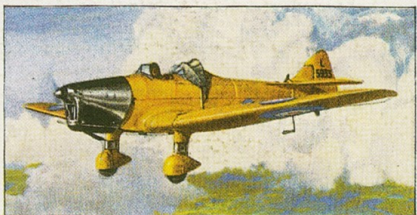
INSTRUMENT REPAIRER TESTING AIR-SPEED INDICATOR



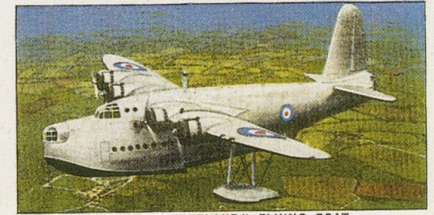
VICKERS "WELLINGTON I" BOMBER



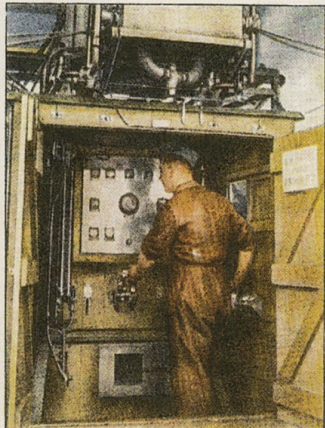
SUPERMARINE "SPITFIRE I" FIGHTER



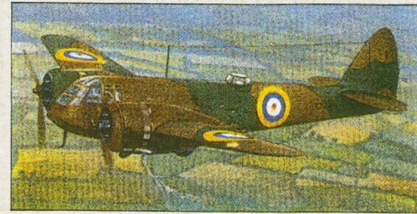
MILES "MAGISTER" TRAINING AIRCRAFT



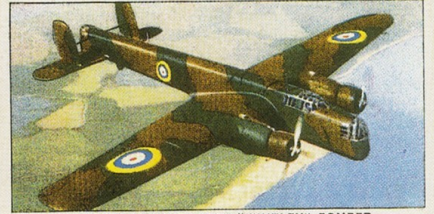
SHORT "SUNDERLAND" FLYING BOAT



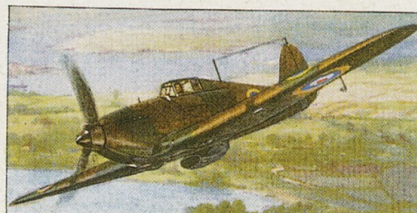
FLIGHT MECHANIC EXAMINING INSTRUMENT PANEL OF TEST BENCH



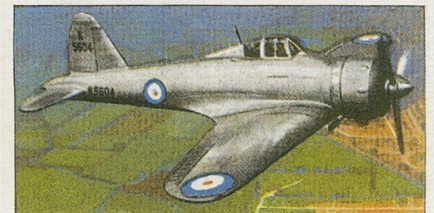
BRISTOL "BLENHEIM" BOMBER



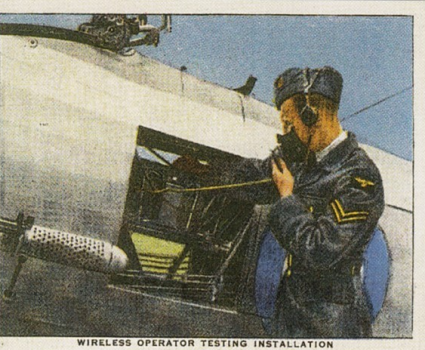
ARMSTRONG WHITWORTH "WHITLEY" BOMBER



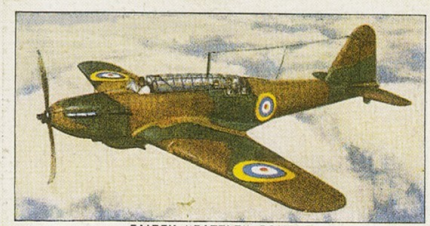
HAWKER "HURRICANE" FIGHTER



GLOSTER UNNAMED FIGHTER



WIRELESS OPERATOR TESTING INSTALLATION



FAIREY "BATTLE" BOMBER

11.10.6 Trade cards - back

THIS SURFACE IS ADHESIVE. ASK YOUR TOBACCONIST FOR THE ATTRACTIVE ALBUM PRICE ONE PENNY SPECIALLY PREPARED TO HOLD THE COMPLETE SERIES

AIRCRAFT OF THE ROYAL AIR FORCE

A SERIES OF 50

28

SUPERMARINE "SPITFIRE I" FIGHTER

The "Spitfire" is a single-seater fighter monoplane in which many of the most advanced features of supermarine aviation (Vickers) are incorporated in producing high-speed sea-planes for the Schneider Trophy race. All-metal stressed-skin construction has been used. The pilot's cockpit is enclosed and a fitted. Power is provided by a Rolls-Royce "Merlin" 12-cylinder liquid-cooled engine, and the engine is mounted in the fuselage to be the fastest military aeroplane in the world. Performance figures are not available. The wingspan is 37 feet and a length of 50 feet. (Photo by courtesy of "Flight").

Replica

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31

SHORT "SUNDERLAND" FLYING BOAT

The Short "Sunderland" is the latest type of general purpose flying boat to go into service with the Royal Air Force. It is a multi-engine flying boat of the class which is widely used by Imperial Airways. Four Bristol "Pegasus" engines are fitted and although it is not permitted to fly over land, it has a much superior performance to any similar type in service use. The "Sunderland" has a wing span of 115 feet 9 inches and a length of 157 feet 4 inches. There is a crew of 6.

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6

ARMSTRONG WHITWORTH "WHITLEY" BOMBER

The "Whitley" is a low-wing cabin monoplane bomber of all metal construction. The wingspan is 84 feet. The "Whitley" is provided with enclosed gun-turrets at nose and tail. It has a retractable undercarriage. It is built by the Sir W. G. Armstrong Whitworth Ltd. and is fitted with two Armstrong Siddeley "Viper VIII" or "IX" engines. The "Whitley" has a top speed of 192 m.p.h. and a range of 1,500 miles.

Replica

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23

GLOSTER UNNAMED FIGHTER

This single-seater fighter built by the Gloster Aircraft Co. and fitted with a Bristol "Mercury IX" or "Pegasus" engine, is of recent introduction and its performance figures are still secret. The aircraft is of all metal and the construction is all metal and the covering is metal-stressed skin throughout, except for fabric-covered radiator, elevators and ailerons. The engine is placed noticeably further forward, relative to the tail plane, than is usual. The aircraft has a wing span of 38 feet 2 inches and a length of 31 feet.

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20

VICKERS "WELLINGTON I" BOMBER

Of "Gordale" construction, this aircraft is the first twin-engine machine to be built utilizing a large Armstrong Siddeley "Pegasus" engine. Its performance figures are still secret, but it is believed that the maximum speed will be high for an aircraft of this type. It is of all-metal construction, the retractable undercarriage being on elevators and mid-lifters. The aircraft is fitted with a Rolls-Royce "Merlin" engine. A crew of 10 is carried. The "Wellington I" has a wingspan of 60 feet 9 inches.

Replica

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47

MILLS "MAISTER" TRAINING AIRCRAFT

A low-wing trainer monoplane built by the Mills Aircraft Co. de Havilland "Gipsy Major" engine of 130 h.p. Its lines are notably graceful. The wingspan is 29 feet 3 inches and the length 29 feet 3 inches. The cockpit seats are open and are set in a dem fashion. There are full control flying equipment. Like other training aircraft, it is fitted in a bright shade of yellow. Trainer aircraft are specially designed and fitted for the highly important functions which they perform.

Replica

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A SERIES OF 50

9

BRISTOL "BLenheim" BOMBER

This mid-wing monoplane bomber, mainly of metal construction, is fitted with two Bristol "Mercury" engines and a crew of 2. The armament consists of 2 machine-guns. The "Blenheim" has a retractable undercarriage and a wingspan of 39 feet 9 inches and a height of 9 feet 10 inches. The aircraft, which is a product of the Bristol Aeroplane Co., Ltd., has a top speed of 279 m.p.h. and has a range of 1,000 miles with full load.

Replica

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27

HAWKER "HURRICANE" FIGHTER

This single-seater fighter is probably the most discussed type in recent service. A single-engine fighter, it has a wingspan of 37 feet 6 inches and a length of 48 inches. The type of monocoque construction and the beautifully streamlined design gives an impression of machine's speed. The "Hurricane" is a low-wing cantilever monoplane with a 40 feet span. It is fitted with a Rolls-Royce "Merlin" engine developing 1,000 h.p. The armament consists of 4 machine-guns, mounted in the star wing.

Replica

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AIRCRAFT OF THE ROYAL AIR FORCE

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11

FAIRY "BATTLER" BOMBER

This aircraft, produced by the Fairy Aviation Co., Ltd., is a low-wing monoplane bomber with monocoque fuselage and metal-skinned wing and tail surfaces. The "Battler" is the combination of the fuselage and accommodate the crew of 2. A fixed machine-gun is mounted in the starboard wing and a fixed machine-gun in the port wing. The "Battler" has a top speed of about 257 m.p.h. and a normal range of approximately 1,000 miles. The wingspan is 42 feet 4 inches and the length 42 feet 4 inches.

Replica

ALBUMS FOR PICTURE CARDS CAN BE OBTAINED FROM TOBACCONISTS AT ONE PENNY EACH

THE R.A.F. AT WORK

A SERIES OF 48

14

INSTRUMENT REPAIRER TESTING AIR-SPEED INDICATOR

An Instrument Repairer in the Royal Air Force has to be capable of repairing each of the many types of instruments used in an aeroplane. His duties include calibration of instruments and standard repairs which involve replacements of minor parts. The Instrument Repairer is junior to an Instrument Maker (see Cards Nos. 9 to 13). In this picture an Instrument Repairer is shown checking the calibration of an air-speed indicator. The readings must be accurate as, with fast modern aeroplanes, it is essential for the pilot to know his exact air speed. Not only does the exactness of his navigation depend on it but, when gliding towards an aerodrome preparatory to landing, he must know his speed to within very fine limits.

Replica

ALBUMS FOR PICTURE CARDS CAN BE OBTAINED FROM TOBACCONISTS AT ONE PENNY EACH

THE R.A.F. AT WORK

A SERIES OF 48

19

FLIGHT MECHANIC EXAMINING INSTRUMENT PANEL OF TEST BENCH

After overhauling an engine, Flight Mechanics must run it in and test it thoroughly in the test bench before fitting it to the aircraft. To do so, the test bench must be equipped with a complete set of the instruments that indicate the conditions under which the engine is working. Our picture shows a Flight Mechanic examining the instrument panel on the test bench prior to starting the engine. Before the Flight Mechanic passes the engine as fit for flight, he must make sure that it is capable of producing its full power under normal conditions. He is responsible to the Fitter I for the power section of the aeroplane.

Replica

ALBUMS FOR PICTURE CARDS CAN BE OBTAINED FROM TOBACCONISTS AT ONE PENNY EACH

THE R.A.F. AT WORK

A SERIES OF 48

30

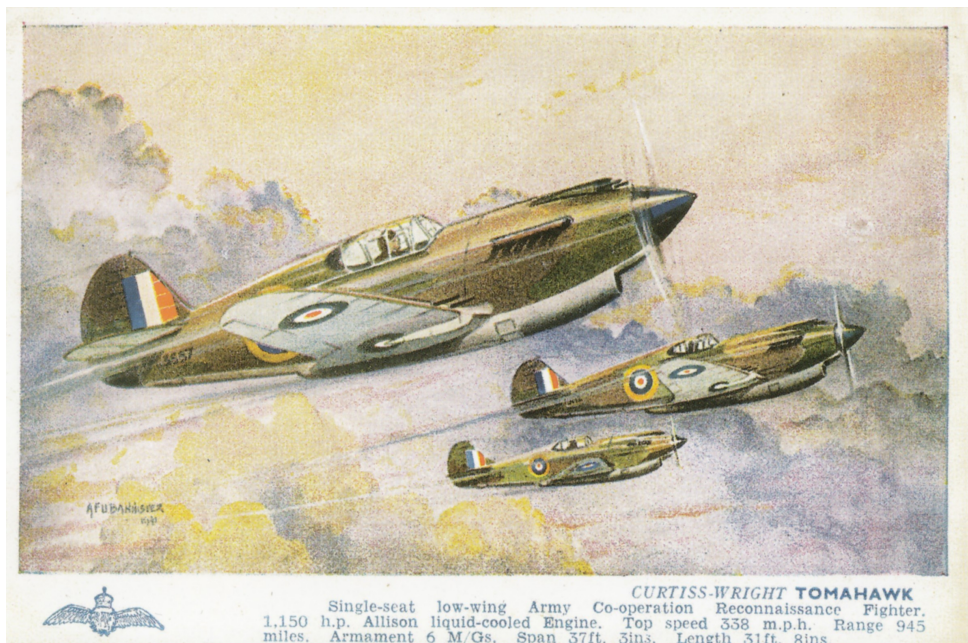
WIRELESS OPERATOR TESTING INSTALLATION

Modern service conditions in the Royal Air Force usually demand that the crew of an aeroplane be in constant touch with ground stations by wireless. Wireless equipment in the service has therefore to be simple and reliable. Wireless Operators have to be capable of inspecting all wireless equipment and of carrying out minor repairs in the field. In this picture a Corporal Wireless Operator is shown testing the set before leaving the ground. In common with all other equipment on an aeroplane, it is essential that wireless apparatus be in first-class order before a flight is made.

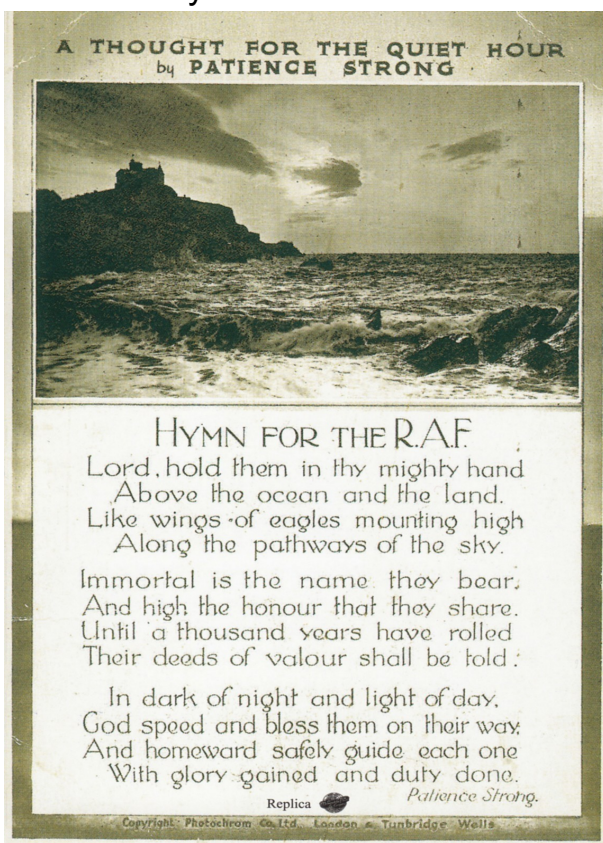
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11.10.7 Postcards

11.10.7.1 Tomahawk



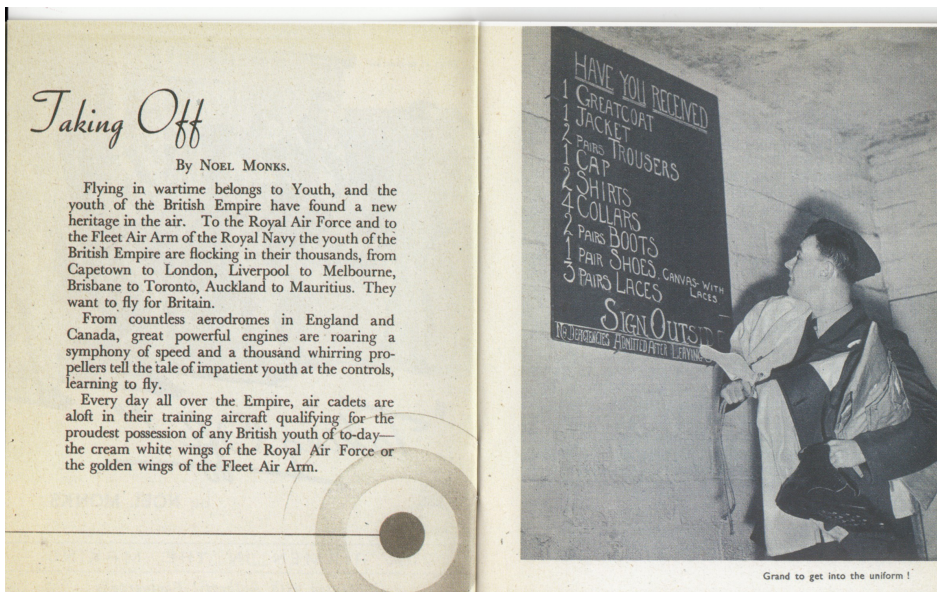
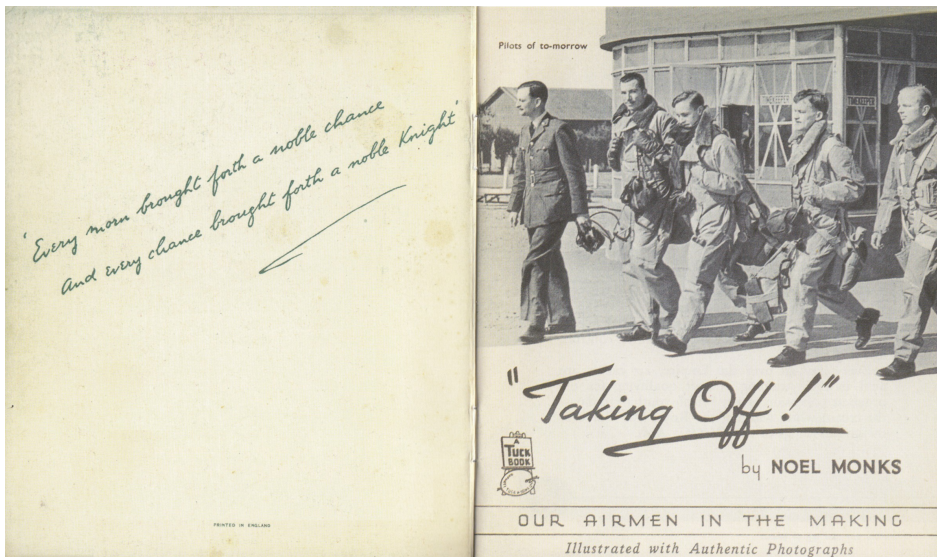
11.10.7.2 Hymn for the RAF



11.10.7.3 Hawker Hurricane



11.10.8 Taking Off! Booklet - cover



Grand to get into the uniform!

Not all the gold in the world, nor all the influence can buy you a pair of those wings and entitle you to wear them, but any lad from 18 and upwards can earn them, be he poor or rich, and once he has them up, no one can take them from him.

Let us follow two boys who have just turned 18 and who have joined the R.A.F. and the Fleet Air Arm respectively. We'll call them Tony and Keith. Tony has always been mad about speed (he was riding his brother's motor cycle when he was 16) and he wants to be a Spitfire pilot, hurtling through the air at 400 miles an hour. He enters the R.A.F. through the only door open in wartime—the ranker's door. He becomes an Aircraftsman Second Class.

At the Initial Training Wing, where he spends two months, he doesn't see an aeroplane! He's too busy getting fit, learning signalling, navigation, identity of aircraft (ours and the enemy's), but if he has passed in all these things he finds himself at the Elementary Flying Training School and the Big Day comes when he climbs into a "Tiger Moth" and goes aloft for his first dual instruction in actual flying.

Of course, a Tiger isn't a Spitfire, being something like 300 miles an hour slower than our 1941 Spitfires, but Tony doesn't mind. He'll soon be rocketing along in a Spitfire.

Big Day No. 2 comes when Tony is told by his instructor: "She's all yours, sonny. Bring her back in one piece!" Just like that!

With his heart in his mouth, but with a gleam of determination in his eye, Tony opens the Tiger's throttle and it sails into the air for all the world like a kite caught in a gust of wind. Tony will show 'em. This is the chance he has been waiting for. He climbs up to 1,000 feet, straightens his trainer-aircraft out and feels so fine that he starts singing.

Boy, this is fine!
He knows all his 'banks' and turns, and soon he has done a circuit of the aerodrome as easy as eating pie. Then he comes in to land. Tony's heart is in his mouth again because he can spoil everything by a bad landing—not to mention his health. He knows the instructor will "wash him out" if he messes up his landing.

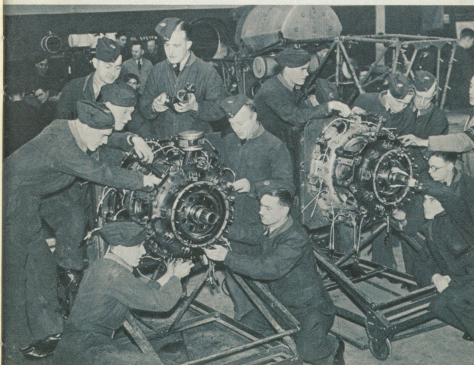
But he makes it! Not quite a 'three-pointer' as his instructor makes, but he is down intact. He's made his first solo. He has to underline that flight in red ink in his log book. Won't dad be pleased!

But there are many hours of "circuits and bumps," and much more studying before Tony gets his wings.

At this stage in their training, Tony's group are singled out for fighter pilots and bomber pilots. There's not much difference. Some of the boys have done tremendously well at navigation so they become natural bomber pilots. They go on to another school to train on twin-engined Oxford and Anson aircraft.

Tony passes on to and climbs into a Miles Master fighter-trainer. Ah, this is better, Tony finds on his first flip. The speed has gone up to 210 miles an hour and you can "do things" with this ship. In fact you can do nearly all the things they do in Spitfires—except hurtle along at 400 miles an hour.

When Tony has put in many more hours here the Biggest Day of all comes. He gets his wings.

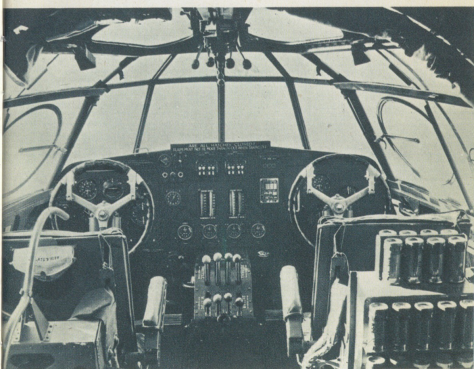


Lives depend upon mechanical perfection and a perfect control. Cadets are soon absorbed in the practical lessons.

Off home he goes on special leave to get his officer's uniform. Acting Pilot-Officer Tony now, if you please.

When his leave is up, Tony is "posted" for his final "passing out." This is a stiff course at an Operational Training Unit and here he learns all the tricks of the fighter pilot's trade. He learns advanced aerobatics, how to shoot straight, how to avoid being shot down, how to get out of tight corners 30,000 feet in the air. He has a radio to talk into, either to his pals in the air with him, or to the ground. He has an oxygen outfit so that he can breathe properly when he is tearing along at great heights in pursuit of the enemy. He learns to throw his "ship" around the heavens as boxing champions learn to throw medicine balls. Then finally Tony passes out. The R.A.F. has another fighter pilot, and a brand new sleek, deadly-looking Spitfire is placed at Tony's disposal.

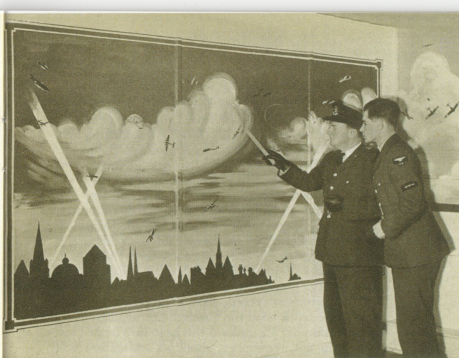
Tony has come a long way since his motor-cycle days. Tony is happy.



The controls of a Short Sunderland Flying Boat.

What of Tony's colleagues who went to be bomber pilots? Well, one thing about them, they certainly have a variety of aircraft to fly. From now on, Tony sticks to his Spitfire, or, may-be he'll be lucky enough to get Britain's newest and greatest fighter, the Typhoon, the fastest and deadliest warplane the world has ever seen. But the bomber boys—they have a full dozen aircraft to master and the bigger they are, the faster they get. Take the R.A.F.'s Stirling bomber. This is the biggest military aircraft in operation in the world, yet they can slip along at more than 300 miles an hour fully loaded with bombs. Then there are the Wellingtons, Whitneys, Hampdens, Halifaxes and Blenheims. All of these are Britain's "front-line" bombing aircraft, to which can now be added the four-engined American bombers the Liberators (formerly Consolidated) the twin-engined fighter-bombers, the Bostons and the giant four-engined "Flying-Fortresses."

Some of Tony's pals might be posted to Coastal Command of the R.A.F. and they will handle the



Keen eyes, too, for the types in flight.

great flying boats that, in peacetime, took happy passengers to the four corners of the Empire . . . Durban, Singapore, India, Sydney. These boats have done invaluable work patrolling our coasts, "looking-in" at the Nazi invasion "nests" from Norway down to Bordeaux, shepherding our shipping convoys into port from away out at sea.

In the Service they call the flying boats "Flying Porcupines" because of their amazing defensive armament. They literally have guns sticking out all over them, as the Nazis have found to their cost.

Just before the war I flew in one of these from Marseilles to the Sea of Galilee in Palestine, via Rome, Athens, Crete and Alexandria. It was like sailing along in the heavens in a big luxury liner. They were Britain's most comfortable long-distance passenger aircraft in the good old days of peace. Now they are doing sterling service with the R.A.F. and instead of passengers and their luggage they now carry bombs and ammunition. American aircraft, Hudson reconnaissance-bombers, are also doing fine work with the Coastal Command.

With Bomber Command the boys in Tony's class who, you will remember, shone at navigation will have every opportunity of showing how good they are, for the R.A.F. have long distances to fly to get at the enemy. Trips of 1,600 and 1,800 miles into Poland and back or down to Italy and back are common, and these call for skilled pilots and navigators. But whether you are a bomber or a fighter

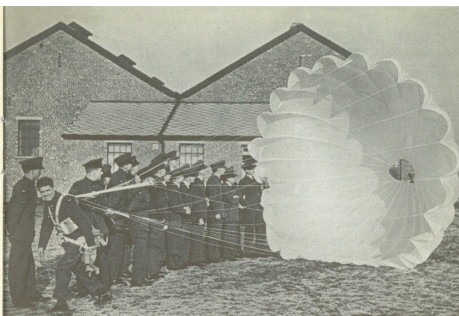
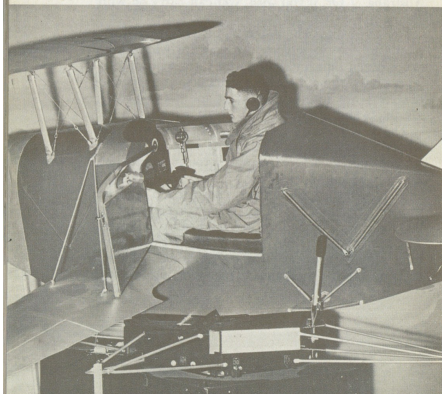
pilot the fact that you have your wings and are in the R.A.F. signifies that you are among the élite of Youth, flying for Britain. Your commission is for the duration, so after the war, who knows? you might be flying one of those big "porcupines" to Australia. Or, if you wish, you can carry on with the R.A.F.

Not every boy who enters the R.A.F. becomes a pilot, and for every Tony who gets his wings there are a dozen Bills and Toms and Jacks who do not. There have to be, because mechanics, gunners and observers are just as important to the R.A.F. as are pilots and aircraft.

The R.A.F. has a technical superiority over the whole world in aircraft, and it is superior, too, in trained pilots, air crews and ground personnel. Every man knows his job.

This efficiency in aircraft construction and in trained personnel has given Britain her chance to win the war. Without it, we could easily have lost. The combination of the British Youth in the British-built aircraft is unbeaten and unbeatable. Salute to Tony and the thousands of whom he is a symbol.

And now the cadet gets the feeling of the Link Trainer. All the movements of the air—while safely moored.



Learning to control the life-saving parachute.

Now let us look in on Keith. Remember, he joined up with the Fleet Air Arm as an Ordinary Seaman and he's in for a thrilling time. Great warships steaming along at full speed throwing up clouds of spray . . . big guns booming across the foam-whipped sea . . . the roar of aeroplanes high

overhead . . . aircraft carrying deadly torpedoes diving down almost to sea level letting go their "tin fish," then zooming up out of range of the warship's many A.A. guns.

That's the sort of life Keith has let himself in for. But what a thrilling life for a boy of 18!

However, Keith has had to go a long way before he actually gets posted to an aircraft carrier, a battleship or a cruiser.

He has fancied the Fleet Air Arm because he is torn between two desires—to be a sailor and an airman. In the Navy he can be both.

Like Tony, who joined the R.A.F., Keith doesn't see an aeroplane for some weeks. He is given a bluejacket's uniform ("bell bottoms") when he joins up and he is posted to a Royal Navy training station to be taught—about the sea. He's told he is in the Royal Navy now and that although he is going to become a pilot, he is first, last and always a Navy man. There's a lot in that, really, because it puts the idea of tradition into his head. He has to do a lot of swotting next, like the R.A.F. cadets, only the subjects include seamanship as well as



Sitting in a real plane. That's progress—but nothing to the thrills that are to come.



The machines are stripped for practical work by the cadets. Ground staff work is a foundation of R.A.F. efficiency.

Learning the tactics of air triumphs by the use of models.



navigation. Keith has to learn how to handle the Admiral's barge just as, later, he is going to handle a Skua dive-bomber or a Fulmar fighter.

Keith's Big Day No. 1 comes when he becomes a Midshipman, changes into a "square-cut" (officer's) suit and is posted to H.M.S. So-and-So. Funny thing about this "ship"—it never goes to sea. In fact it has never seen the sea! It is, of course, an aerodrome, run on Navy lines, just as a ship is run. Bells toll out the hours, bo'suns blow their whistles into loud speakers when orders are to be transmitted and the rooms are "cabins." But essentially it's an aerodrome, and "ashore or afloat" Keith is going to learn to fly here. As an aerodrome it is the same as any R.A.F. 'drome, but when you stand in the operations room and look out on to the runways, or stroll through the hangars, you see types of aircraft you have never seen on an R.A.F. Station.

You see Skuas, Swordfish, Rocs, Fulmars, Gladiators. But yes, there's one familiar aircraft—the Miles Master trainer fighter. But all the rest are Navy planes.

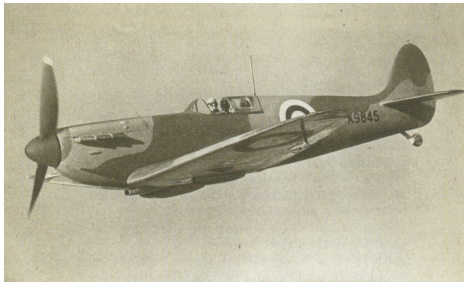
Keith's actual flying training is much the same as Tony's was in the R.A.F., but there are a lot of "side-lines" to Keith's training. For instance, he has to learn "deck" landings, meaning that he has to learn to land in the confined space of an aircraft-carrier's deck. For this purpose sections of the aerodrome are roped off and the Middy-pilots have to put their aircraft down on them to the very fraction of a foot. A mistake and they'd be "over the side in the drink."

Sharp-eyed Naval officers watch carefully and check every landing, and not until they have been made over and over do the pupil-pilots get an opportunity to make a real deck landing.

That is Big Day No. 2 in Keith's life.

Of course, on an aircraft carrier's flight deck there are special secret devices to "trip" an aircraft immediately it lands, but even so it is a difficult operation, especially as the deck may be heaving up and down in the trough of big seas.

Keith wants to be a torpedo-bomber pilot, so his training is done in the famous Swordfish aircraft.



The world-famed Spitfire in flight.

These are single-engined bi-planes that have amazed the aviation world by their wonderful performances in operation with the Royal Navy in this war. They can carry heavy bombs or one very heavy torpedo, and training in this branch of the Fleet Air Arm calls for the most daring and expert pilots.

To launch a torpedo against an enemy ship the Swordfish pilot has completely to disregard A.A. fire as he manoeuvres his plane into position for the attack. He has to come down to 50 feet, no more than 200 yards away from the enemy ship (which, as you can guess, is blazing away at it with all guns) and then, just as he straightens out, he releases the

Practising deck landings on a special run-way.

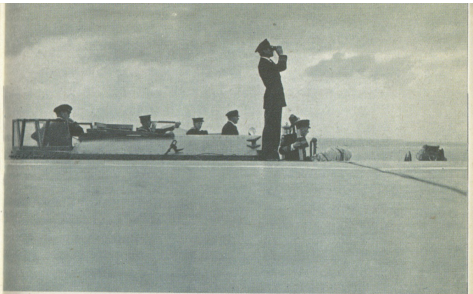


deadly torpedo. The aircraft has to be perfectly level as the "tin fish" is released.

The Swordfish pilot then soars up into the air with shells and bullets whistling all around him. He circles over the doomed ship and watches the havoc caused by his torpedo. Phew! he might say, that was a tough job. It IS indeed a tough job. There is none tougher in the flying business.

But young men all over the Empire are training for just that job. It appeals to the British Youth.

Another tricky business the Fleet Air Arm pilot has to master is the art of being catapulted into the air from a battleship or a cruiser. This, too, calls for the highest skill on the part of the pilot. Then, when he has mastered all these tricks, Keith goes to the Naval Staff College to learn—naval history! Yes, Sir, every Fleet Air Arm pilot has to be well up on his naval history. He must know the ins and outs of all the famous sea battles because it will help him, probably, when his ships are engaged, although it is only in this war that aircraft are playing such an important part in naval warfare.



The look-out on the aircraft carrier's flight deck.

Well, we have Keith a Sub-Lieutenant now, posted to an aircraft carrier. He is at sea with the Fleet, steaming quietly along at the rear, a protecting destroyer forever hovering nearby.

Suddenly the orders "flight quarters" is blared out to the furthest recesses of the ship, and

everyone, pilots, observers, mechanics and sailors drop everything and all hurry to their "Action Stations." Far down below the flight deck first Fulmar fighters are wheeled on to the "lift" then Swordfish torpedo-bombers, and up they go to the flight deck.

Keith and his pals are kitted and ready to climb into their aircraft. They have been told: "Enemy ships sighted Lat.— Long.—" First the fighters take off to gain altitude so that they can fly above the Swordfish and protect them from possible enemy fighters. Then off go Keith and his colleagues in their torpedo-bombers.

All this has been going on behind the scenes. The big guns of the battleships and cruisers, far ahead now, have been blazing away at the enemy as they tear after them at full speed, churning the seas at their bows and sterns.

The Fulmar fighters, machine guns blazing furiously, their propellers whining fiercely, have cleared the air of enemy fighters and they signal the torpedo planes and dive-bombers to "come on in." Then the fun really starts. The sea is churned into a



At a British bomber station. The giant planes take off for a raid on enemy territory.



Pilots race to their machines to take off.

boiling foam by bombs that have whizzed down close to the enemy ships and huge sea-sprouts leap hundreds of feet into the air.

The torpedo-boys—real “hell-dodgers”—now dive down and release their cargoes of destruction. The enemy ships make frenzied efforts to zig-zag out of the way of the deadly torpedoes that seek to tear

Just back from a long night flight.



them apart and send them to the bottom, but it is no use. The Fleet Air Arm boys have, like their comrades in the R.A.F., been too well trained to miss, or to be put off by A.A. fire. It may take several torpedoes to sink a big warship completely, so the Swordfish fly off back to the carrier to load up again.

Eventually the battle is won. The Navy's guns and the Fleet Air Arm's bombs and torpedoes have smashed the enemy squadron.

Back on the aircraft-carrier Keith relaxes in the wardroom, thrilled to the teeth now that he has been in his first action. He was a little scared of the thought of it before, but what was it his instructor said away back at that land station? Oh yes, “Sonny,” he had said “You won't be able to swallow because your heart will be in the way when you set off on your first action, but after you have been ‘baptised’ you'll feel fine. Remember, old Father Neptune looks after sailor-airmen just as he looks after straight sailors.”

Salute to the flying Youth of Britain!

Sergeant John Hannah, 16 year old V.C., in his gun cock pit. His heroism in extinguishing a fire in a bomber after a raid is one of the epics of the R.A.F.



Their due reward. His Majesty The King pins the Distinguished Flying Cross upon a Pilot Officer.



You'll want the others, too—

“The Navy's Here”

By Captain Bernard Acworth, D.S.O., R.N.

“Eyes Right! The Army of To-Day”

By Captain A. O. Pollard, V.C., M.C., D.C.M.

“With the R.A.F.” By Noel Monks

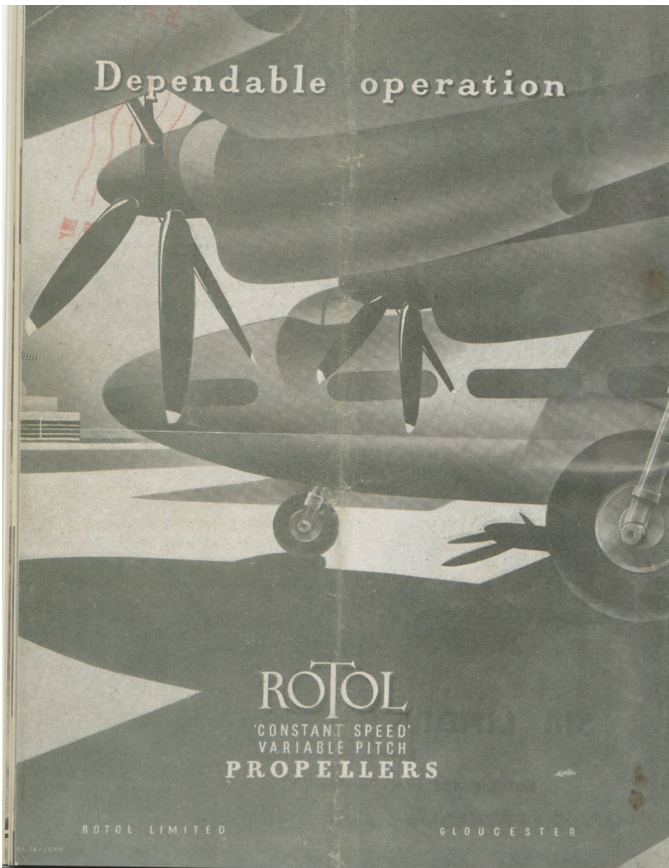
“Life in a Submarine”

By Captain Bernard Acworth, D.S.O., R.N.

“The Home Front” By Cecil Hunt

General Editor : CECIL HUNT

11.10.9 Air Mail



THROUGH the routine and valour of our airmen and sailors, Britain's proud heritage of the Freedom of the Seas is steadfastly maintained. We, of this Company, feel that this provides a fitting occasion for us once again to express our admiration and gratitude to the airmen of the Coastal and other Sea patrols.

Thanks to them our vessels continue to contribute to Britain's food supply, with catches from near and distant waters. Thanks to them, the dangers to the fine crews who brave war-time perils, to bring in the harvests of the seas, are kept at a minimum. Thanks to them, we continue to operate one of the country's largest fishing fleets at the present time.

F. Parkes
MANAGING DIRECTOR.

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correspondence

All correspondence, including manuscripts, photographs, advertising and business should be addressed to: THE EDITOR, The "AIR MAIL," Mersey House, Fleet St., London, E.C.4. High rates are paid for light stories, drawings, jokes.

A IRMEN and airwomen and their friends will return after the war, their tasks most nobly completed. What will they ask of the State for which they gladly fought and toiled during the hour of its peril? They will expect the leadership and ability, the energy and courage which they displayed. They will want a stake in the soil which they and their forebears have won—land as well as a house.

We for one see no difficulty in this and will hear of none. The British Commonwealth disposes of millions of square miles of rich territory—much of it held in trust for faded ideologies. Why not permit our fighting men to own and farm some of this superb land?

Only one policy can deny them the heritage their forebears won and which they have so gallantly defended. It is that our Elder Statesmen will seek to re-create the pre-war era. Some of them are beginning to do so. Hence our fears and here our warning.

Instance, the Morgenthau monetary plan heralds a return to the gold standard, which can but favour those who now have gold. History proclaims that this happens during every war. Towards the end of the Napoleonic Wars in 1810, Ricardo's Bullion Committee came to a similar decision. Gold and silver were introduced in 1818 and 1821. Collapse followed four years later. For decades unemployment and poverty were rife. In 1917 and 1919 the Cunliffe Commission advocated a return to the gold standard. It was applied in 1925. Earl Baldwin negotiated the American Loan on this basis. Disaster attended six years later, followed by widespread unemployment. Are we in danger of repeating history?

Pitt's paper money, based on production and not on gold, enabled us to win the Napoleonic Wars. Hitler rose because he abandoned gold in favour of production. We have been forced to follow suit.

We most earnestly beg our leaders not to tie us up to old-fashioned ideas; instead to use their energies to syndicate the Dominions and Empire together as an economic whole, our trade and prosperity based on production, our outlook in the air, all of us mobile. We need fear no one save the dead-beats among ourselves.

God save the King! God bless Winston! But, for God's sake, plan the Commonwealth's future in the grand manner, on production not gold.

Views of the World

By 'Secret Service'

Fascist Frauds

Fascists elements in Argentina are changing their aggressive tune now the U.S. have pepped up their diplomacy. America has seen the red light (which means the black shirt) in time. The pro-German minority in Buenos Ayres are not convincing as embryo Liberals. The United States will not be fooled by a turned suit.

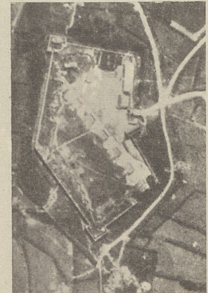
Gallant Greece

In the general chaos of world disorder, the desperate plight of the Greeks is apt to be overlooked, with reference to starving Greeks as though the two words had always been synonymous. Affairs can be judged by the recent action of the Nazi Government allowing eight neutral ships to carry grain from Canada to Greece. UNRA's priority job in Europe will be the rescue of Greece from its tragedy.

Hang the Lot

Himmler has a hang over' might be the caption to Germany's latest craze of dishonouring their officers and handing them over to the people to die. It has a suspicious 1930-35, when the guillotine in France a century and a half ago, except that now necks must be stretched to save the Nazi leaders. Time honoured fashion of all revolting peoples decrees that gentle folk should be the first to die. Anstranger and the officer class versus the S.S. There is the approaching set up. The S.S. will undoubtedly have a wild success for a time, against the more orthodox leaders.

A Radio Station—Before Bombing



Leadership

After two decades of incredible blunders, some of which many among us pointed out before the war, the British Commonwealth found its natural leader from among one of us. Through his own brilliant personality he saved not only Great Britain, but the Commonwealth, and indeed the whole civilised world, from eventual conquest by the most mortarice of all time. Our Prime Minister is in need of no praise from anyone. He has made mistakes and he will make them. Fortunately they have been small ones, which is a tribute to his greatness. On all the main issues he has been unfailingly right.



Air Commodore the Right Honourable Winston Churchill, P.C., M.P.

Among his most happy inspirations were the flights he made to America and Africa, Russia and Persia. Four of the greatest battles in all history will be closely associated with the name of Winston Churchill. They are the Battles of Britain, the Atlantic, the Mediterranean, and of Europe. For he has contributed more to them all than has any other, incidentally largely because of the air power he placed at the hands of his air leaders, generals, and admirals.

Then and Now

Pugnacious Dittmar, German commentator No. 1, compares Thomas Atkins, models 1914 and 1944. He says: "The enemy has gained much experience and has created, with the utmost tenacity of purpose, an armament potential of incredible material, scope and unquestionable quality."

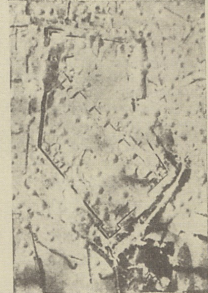
The Colonies

Agricultural Denmark's future depends upon the economic objective foreseen in the Atlantic Charter. Gigantic problems face her as a result of the German occupation. Prime is live-stock re-population.

Too often dismissed with a few words, the great British colonies are every whit as much part of the Commonwealth as any of the Dominions. Their record is terrific, our regard for them immeasurable. What they need, however, is not praise, but a go-ahead policy post-war, which will enable them to develop their resources. The land, although held in trust for the natives, must be released on 99 year leases to our fighting men all over the Empire; so that three ends may be served:

- (a) Opportunity may be given to our fighting men.
- (b) The lands may be developed for the natives and with their help.
- (c) We may recreate our trade and prosperity.

A Radio Station—After Bombing



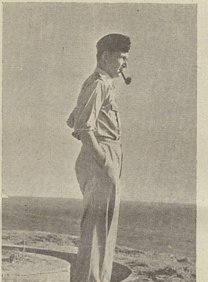
The Air Marshals

WE have to thank heaven that the great leaders of the R.A.F. found their way to the top early on the roll of events. In this first, and we hope the last, of the three dimensional wars, a proud posterity will surely proclaim them among the greatest airmen of all time. By their abilities over a long period they will merit the high place they will have in history. For these are in part the victors of the air, land and sea battles as any others. They are the men who forged and fought the great air forces which have undoubtedly played a decisive part in every phase of the war.

They would be the first to acknowledge the debt they and the whole country owe to their Master—Master of the R.A.F., Viscount Trenchard—for it was his vision and character which gave Great Britain her separate Air Force and made our success in the air possible. It was him our air power for the most part operates independently on an air plan, thereby able to play its vital part to help our friends in the factories and offices at home, and our Allies and the Mercantile Marine and the Royal Navy abroad, to win the war for us all.



Sir Charles Portal, G.C.B., D.S.O., M.C.



Sir Arthur Tedder, G.C.B.



Sir Arthur Harris, G.C.B., O.B.E., A.F.C.

Marshal of the R.A.F. Sir Charles Portal, G.C.B., D.S.O., M.C., is far more behind the scenes in the air war than generally realised. No man is better qualified by his Service record and by his character and abilities to lead the R.A.F. He has neither sought the limelight nor had it thrust upon him.

A most gallant Officer in the last war, and a bomber pilot he won the D.S.O. twice, and the M.C. with the R.F.C. At the outbreak of war he was Air Member for Personnel. He has been Chief of the Air Staff throughout the last years, and has thus been responsible for the policy and plan of the air war as well as for the vast organisation and administration behind it.

Peter Portal, as he is known among his close friends, stands exceptionally high in the esteem of his brother officers. Between the wars he twice secured the blue riband of the bomber crews, the Lawrence Minot Trophy.

Air Chief Marshal Sir Arthur Tedder, G.C.B., is the next of our trio of great modern air leaders of the war, and by no means the least among them. Sir Arthur, or the 'Chief,' as he is called by his own staff, is uncommonly able not only in the field, but at the conference table and among his contemporaries. He has the remarkable capacity of being able to let his colleagues do things in their own way—which somehow or other invariably turns out to be the way he would have chosen.

There are those who say that it was in reality Tedder who deserves much of the credit for the victory of Alamein, Tunisia, and of Sicily. He would be the last to think about it and the first to 'hand it' to his collaborators.

In him we have that rare combination of charm with ability, knowledge with method, patience with speed. His Boston Tea Party at Alamein became his famous 'Tunisian carpet.' No Aladdin conjured more than has he.

Air Chief Marshal Sir Arthur Harris, G.C.B., O.B.E., A.F.C., is the invigorating driving force behind Bomber Command of which he has been Commander-in-Chief throughout the last three years of the war. History will probably show that he, more than any other one individual, changed the whole face of the war. Among the practical steps he took to bring his command to be the tremendous war-winning force it has undoubtedly been, were the pathfinder technique, saturation tactics, photographic records of bomb plots, and the use of the incendiary bomb.

'Fire-Raiser Harris' is that human combination essential to success in the art of war, a man of character and ability, energy and drive. Both Russia and ourselves owe our present good fortune very largely to the industry and skill, the determination and superb courage of that very gallant band which 'Our Bert,' as he has been affectionately called, has the honour so ably to lead.

Dominions and Empire by 'Overseas Airman'

CANADA
H.M. The King's visit to R.C.A.F. I learn that the King's visit to the Canadian Air Force was a great success. He decorated upwards of 150 of their flying men for gallantry. Nearly all their awards were since D Day. His Majesty expressed his great admiration of the work done by the Canadian air crews and recalled the happy visit which he and the Queen paid to Canada shortly before the war.

Aircraft Record. Aircraft production figures, issued by the Canadian Government for the first time, show that in the five years preceding the war, aircraft plants in Canada produced about 40 aeroplanes a year and never employed many more than 1,000 persons. Altogether, plants occupied a floor area of about 1,000,000 sq. ft.

During the war, the aircraft industry became the biggest single industry in Canada. Output jumped to 846 aircraft during 1940, reached 1,697 during 1941, 3,811 during 1942, and 4,133 for 1943. Floor area was expanded to 14,000,000 sq. ft.

Value of the industry's production is given as 42 million dollars for 1939-40; 100 millions for 1941; 217 millions for 1942 and 341 million dollars in 1943. Employment in the industry rose from around 16,000 in 1940 to nearly 125,000 in 1943.

Victoria Cross. First R.C.A.F. flier awarded the Victoria Cross in this war was Flight Lieutenant David Ernest Hornell, of Ontario. Skipper of a Coastal Command Catalina flying boat, with a Canadian crew, F.Lt. Hornell attacked and sank a Nazi submarine in the North Atlantic, despite the fact that his aircraft was shot down in flames in the furious battle put up by the U-boat before it went under.

The V.C. was awarded posthumously for F.Lt. Hornell died with two other members of his gallant crew, after 21 terrible hours in the water before rescue came. During this time he did his utmost to save their lives.

To the five survivors awards of one D.S.O., two D.F.C.'s and two D.F.M.'s were made. The two sergeants who perished with Hornell were given mentions in despatches, since the V.C. is the only award that can be given posthumously. Hornell's V.C. was intended as much for him as for all the members of the crew, for their brave and successful attack, and their subsequent ordeal.

AUSTRALIA
Not only does Australia have a now vast air force of its own, but a large



F.Lt. Hornell, V.C.

number of Australians are serving in the R.A.F., with conspicuous gallantry. It is no exaggeration to say that their part in the great Empire Air Training Scheme has been a colossal success. The 'Aussie airmen' have completely captivated the British people. Their quiet, but determined manners, their fine physique, and above all their great personal charm and virility as men have won them a great reputation. The British people will ever remember the men from 'down under' for these qualities, and for many pleasant and happy memories of some of the finest fighting men of all time.

Mosquitoes. A De Havilland advertisement discloses that Mosquito production in Britain and Canada is now augmented by a mounting flow of Mosquito fighter-bombers from the company's Australian plants.

Beaufighter. The first Australian Bristol Beaufighter has been handed over to the Royal Australian Air Force, 12 months after the manufacturing data began to arrive from the U.K. Changes have been made to the original Beaufighter design to meet operational requirements in the Pacific.

NEW ZEALAND
The A.T.C. proceeds apace from the foundations laid in 1939. By January 1941 over 4,000 cadets were under instruction. The number has since increased remarkably.

A great many New Zealanders are serving in all branches of the R.A.F. They have distinguished themselves

beyond praise and have earned the deep respect of Commonwealth men everywhere, including notably 'Bomber Harris.'

Among the very distinguished air leaders who have also achieved a place in history, New Zealanders may claim Air Marshal Sir Arthur (Maori) Coningham, and Air Marshal Sir Keith Park. They have also had a fine row of Air Force officers in high places out there. These include their distinguished Governor-General, Marshal of the R.A.F. Sir Cyril Newall who, with his charming wife, have won the hearts of the people of our Junior Dominion. Former Chiefs of the Air Staff included Air Vice Marshal the Honourable Ralph Cochrane, Air Vice Marshal 'Dinghat' Saunders, and Air Vice Marshal Victor Goddard.

SOUTH AFRICA
A well-known South African pilot was recently posted as missing. He was Major J. E. Frost, D.F.C. and bar. He had destroyed 15 of the enemy and possibly destroyed to others. At one time he was called the 'One a Day' man by his brother officers.

South Africa uses army ranks for their Army Air Force. Colonel Loftus, D.S.O., D.F.C., is another of their great leaders. He it was who first took the Spitfire Wing into Italy.

Apart from their own squadrons there are 700 South Africans serving with the R.A.F. They have gained nearly 10 decorations.

A 25-acre site near Johannesburg is being developed as a terminal for helicopter services which will link the environs of the great city with the business and hotel districts. The site is 250 feet above the ground level.

INDIA
The Indian Air Force is playing a pre-emptory part in the defence of 'our brightest jewel.' Started many years before the war they have built up a powerful and promising organisation.

What matters most, however, is that India should become a stable country; enjoying the confidence of the other Dominions and the world; able to guarantee her own internal security; a partner in progress. Many people believe that men of good will can be found to bring this about over the space of a few years.

Wavell, Gandhi, and Jinnah are not just names. They are responsible leaders, all with strong characters, representing interests of millions. I believe they may well lay the foundations of a new India on sound lines.

"To the devil with history! What is the problem?" —Von François (1659)

ISLAND POWER

by a Correspondent

WAR is a national undertaking and those responsible for its conduct must adopt a national outlook.

To develop such an outlook we must start from an examination of first principles, and many honest attempts have been made and are being made to-day to do so; but most of these have been doomed to failure because in recent years we have unconsciously chosen the wrong "first principle" as the foundation of our research. We have in fact skipped a stage in the process of logical reasoning.

The cause of this is not far to seek. The predominant characteristic of our country, that we had many years ago to consider, was the geographical characteristic—we were an Island Power as opposed to a Continental Power. In those days it was logical and proper to conclude that we must, therefore, be primarily a Sea Power, since the sea was the only viable medium of approach to other countries. On the basis of sea power we expanded from an Island Power to a Maritime Empire, with our island as the mainspring of our strength. From this our reasoning advanced, again rightly, to the conviction that naval power was our first requirement because without it we could neither defend ourselves nor keep our maritime empire together. Nor could we develop the offensive. We realised, once more rightly, that everything else had to be subordinated to the attainment and maintenance of naval power. But sound as this reasoning was at the time, its influence on our minds has lasted too long—so long indeed that we have allowed ourselves to mistake the need for naval power for a first principle when in reality it was nothing of the sort. In fact many of us have forgotten why it had ever appeared to us in that light.

A First Principle

The first principle on which we must base our reasoning is that of island power just as it always has been, because, although our island is now only a small part of the territories for which we are responsible, it is still the heart of our empire—the corner stone on which the whole imperial structure depends. But if we start thinking all over again we realise at once that there is now another usable element besides the sea between us and our neighbours and between us and our dominions and colonies; and that we can no longer regard the terms island power, sea power, and naval power as synonymous. We have in addition to reckon with air power. So let us go back to the beginning and start afresh.

As an Island Power we are presented with certain advantages and certain disadvantages. We have to combat the disadvantages and exploit the advantages. The disadvantages may be described as the factors which impose

upon us the need to use a portion of our forces defensively and may be stated broadly, in terms of our dependence upon overseas communications and of the vulnerability of the island in the attack by forces within easy range. The advantages lie in the fact that in spite of the advent of air power we can still preserve, in the heart of our empire, a large measure of security against invasion and therefore have a comparatively secure base for the development of offensive operations of all sorts.

As regards the defensive use of our forces, the first requirement is to keep open our external communications. The principal medium for the transportation of supplies is, and will long remain, the sea, since the merchant ship is the only type of vessel capable of carrying the necessary load. Heavy freight aircraft are beginning to supplement, but will never replace it, and for a long time ahead we shall have to rely principally upon the ship. In this respect, therefore, modern developments have as yet brought about little change.

Air and Naval Forces Complementary

The same cannot, however, be said about the protection of the merchant ship. This was, by the nature of things, in the past entirely a naval problem. Now it is becoming increasingly an air problem. The main danger to shipping lies in the depredations of the submarine, and surface craft cannot defeat the submarine without the extensive co-operation of aircraft. In fact, in the light of experience in this war we must go further and conclude that the leading part of anti-submarine operations is now played by air power and that the role of co-operation is often assigned to naval forces. We have, then, to conclude that so far as the protection of sea-borne trade is concerned, we have already reached a stage at which air and naval forces are at least complementary.

In the second defensive requirement, namely, the protection of our island base against air attack, the Navy can play no part, except in so far as it is able to add the power of its anti-aircraft guns to those of the Army, which has the main responsibility for this particular weapon. Up to now the principal means of defence against air attack has been fighter aircraft, and although revolutionary improvements may some day be seen in the form of anti-aircraft technique, it seems that it will be some time before anti-aircraft weapons can be regarded as anything more than an auxiliary to fighter aircraft. In this realm of defence, therefore, air power may be said to be the primary arm.

The Offensive Aspect

In defence against invasion all three services have important parts to play, airborne invasion being principally the concern of air and land forces, and sea-borne invasion that of air, land, and naval forces. In the air class the co-operating services are complementary though with a bias towards air forces, since against unbroken air power invasion, whether sea or air-borne, is impossible.

As regard the offensive use of our forces, we, as an Island Power, have to consider three main varieties, namely, first, the exercise of blockade on enemy sea-borne traffic and the attack of its naval forces at sea; second, the launching of a land expeditionary force in an overseas theatre; and, third, air bombardment.

In the first of these the Navy now suffers from severe restriction of the freedom of action of its surface forces except in the open sea and out of range of shore-based aircraft. Men-of-war, however powerful, cannot approach a hostile coast for any purpose in the face of well-organised shore-based air opposition, unless they can operate under adequate fighter protection. This, in such circumstances, cannot be provided by carrier-borne aircraft which are technically inferior to their land-based counterparts and are committed to operating from a relatively insecure base. The advent of air power has thus placed a serious limitation upon the offensive use of surface naval forces, with the result that air forces are now required to take an increasingly active part in the attack of enemy merchant shipping in order to make blockade effective. The same applies to the attack of naval units which likewise can often only be attacked from the air. As regards the submarine, the restrictions imposed by air power on its offensive activities have already been dealt with, but the present war also shows how its offensive value can be enhanced by co-operation of reconnaissance aircraft. In all offensive operations at sea, therefore, naval and air power are again complementary.

The Combined Operation

In the launching of a land expeditionary force we have, in spite of the increasing use of air-borne forces, still to look to the ship as the main means of transport. But the protection of the force en route and during its establishment on enemy shores is dependent upon both air and naval power. The first requirement is the establishment before the force sails of the necessary degree of air superiority over the areas of transit and disembarkation, which is the business of air power alone. Secondly, the close protection of the force on passage. This must be shared by air and naval power which again act defensively and are complementary. This once the force is established on shore and ready to start offensive land operations, it still requires both the protective and the striking power of air forces to support its offensive; and the same applies to the maintenance across its sea lines of communication, which is once more the combined concern of naval and air forces. At this stage, therefore, sea and air power are again complementary, each making a highly important contribution to an offensive operation in which land forces are playing the leading role.

From the above it must be concluded that the war at sea is no longer purely a matter of naval supremacy, but is now even predominantly so. It may well be that air power will become the predominant partner before we are very much older—if indeed that stage has not been reached already.

Air Bombing as a Policy

In strategic air bombardment we find a sphere in which one arm can in certain circumstances operate without the immediate assistance of the other two. It is, in fact,

the only offensive weapon which can take the war into the enemy's country without the preliminary establishment of overseas bases. It therefore gives us the opportunity to exploit immediately the second of the two advantages conferred upon an Island Power, namely, the possession of a relatively secure base for offensive operations of all sorts; because, unlike the development of a land offensive, air bombardment can be initiated at a time when it is quite impossible to contemplate any other form of offensive operation. To extend the scope of air bombardment it may be possible to establish advanced air bases in enemy occupied territory and in this combined effort of all three services will be needed.

There are those who believe that an unlimited bomber offensive is capable of itself forcing a decision. There are perhaps as many who believe that it cannot do this, but that the final victory must be won by the occupation of the enemy country by land forces. We need not argue this point because, whichever theory is right, a full scale bombing offensive will always be essential.

Amphibious Operations

In the present struggle against Germany, for example, we have not in fact relied upon air bombardment alone to obtain a decision. We have preferred the older method of sea-borne invasion by land forces to combine with Russia in the defeat on land and ultimate occupation of Germany. This is because, whichever theory is right, a full scale bombing offensive will always be essential. The West of force powerful enough to do this could only be achieved after the fighting efficiency of the German war machine had been seriously weakened. It was unthinkable that we should be satisfied to leave this weakening process to our Russian allies, and so fall to exploit to the full the possibilities of co-operation between we have had to do it ourselves and the Russians. Then as the day of the Bomber offensive approached, the weight of the Bomber offensive was directed specifically against the enemy's Air Force, since it constituted the most serious impediment to a successful landing. In the event, the onslaught on his airfields and on his aircraft and other related industries, virtually nullified as an effective fighting force one vital element in his war machine, and gave us that air supremacy without which the invasion of German Occupied Europe in the West would have been impossible. The Bomber offensive, therefore, became (as it always will become) a success, because, wherever capable of winning the war by itself or not.

The Bomber offensive is the business of air power alone, and the extent to which it can be developed is dependent only upon the size and efficiency of the bomber force which can operate from the comparatively limited space available in this country (and from such advanced bases as may be secured in enemy territory) and on the materiality of its needs, for many of which it must rely upon the security of our sea communications.

The Pacific Problem

It may appear that the arguments advanced thus far are appropriate only to the European theatre, and to the Far Eastern war. But, although the problems of the two wars are vastly different, the differences are in degree rather than in principle. There is still the need to maintain long lines

of sea communications and the security of our bases; there is still the need to launch land expeditionary forces across the seas; there is still the need to develop the bomber offensive against Japan just as soon as suitable bases can be secured. It may be a long process. Owing to the great distances involved it may increase the need for carrier-borne aircraft until the radius of action of shore-based aircraft has been sufficiently improved, and it may offer more opportunities for offensive activity by surface naval forces in waters out of shore-based air range. But our basic problem is still primarily that of the Island Power and not of the Continental Power, and the underlying principles in the development of our armed forces remain the same.

Air, Land, and Sea Power

From the foregoing very brief review of the principal tasks of the three services we can draw the conclusion that naval power now shares the successful fulfilment of its principal roles with air power. Land forces, in fulfilling their principal role, are dependent first upon the creation of a favourable situation which can be produced in the early stages by air power alone, and in the later stages by the combined action of air and naval forces, and secondly upon active co-operation of air and naval forces acting in a supporting role. Air forces can fulfil their principal roles defensively with the active co-operation of the army and the navy, but they cannot do so in the absence of either naval or air forces, but are dependent from the long term point of view upon their own and naval efforts for their maintenance. We have the security of sea communications.

Thus it will be seen that the activities of the three fighting services, as they at present exist, are inextricably bound up with one another, and the technique of tactical co-operation between them is of the utmost importance. It is a problem of priorities in the production and use of all the various weapons to be developed in pursuance of a sound national strategy. The answer to this problem of priorities is the key to the whole situation. Industry cannot be switched overnight from the production of one type of weapon to that of another. Once committed, through a wrong appreciation of strategic priorities, to the wrong plan of production, it takes a long time to readjust itself to the right one. Mistakes in balancing priorities in the production of weapons will lead to similar mistakes over priorities in the use. We still hear it said, for instance, that Coastal Command has been started off on a wrong note, suited to anti-submarine operations in order to provide for the expansion of Bomber Command. Exponents of the anti-submarine and the bomber offensive against the U-Boat, is engaged on defensive strategy, and for this there can never be any justification to employ more than the minimum force required. The emphasis is to be laid on offensive strategy. This principle has been amply vindicated by the trend of events in recent months, both in the anti-submarine and the bomber offensive. But the bomber offensive may argue, with at least equal justice, that the minimum force required in the bomber offensive is the production of battleships there would have been available, not only more aircraft for the bomber offensive, but also more to do the work of Coastal Command without unduly encroaching upon offensive needs.

Bombers or Battleships

It is not the purpose of this paper to pass judgment on the policy of building battleships or even necessarily to suggest that of the two alternatives—bomber and battleship—we give too much weight to the second one. It is, rather, intended to give an example of a decision on which there was

considerable controversy at the time and which in the event did, rightly or wrongly, put a serious brake on the development of the bomber force before the war. It is probably fair to say, however, that the failure to give sufficient opinion on this point may have been due largely to a widespread lack of understanding of national strategic needs, and this is what we must avoid at all costs in the future.

It is human nature, and therefore inevitable, that so long as the three services exist as separate entities it is difficult for the heads of any one service to forego the urgent requirements of the other two, and it is only possible to ensure a true national outlook in the minds of all senior serving officers by regarding the three services as one fighting force. This can probably be fully achieved only by the proper education of officers along these lines from the day on which they enter the service. But such education cannot be confined to the fighting services alone. If the three services are to operate as one fighting force it is only logical that the political and civil heads responsible for their direction should be similarly educated. The same principles must therefore be taught in all educational establishments which have to do with producing men who are to take part in the civil government of the country, its foreign policy, and its civil services.

One Fighting Force

So far as the fighting services are concerned the ideal may be to amalgamate the three existing services into one fighting force, operating under one Chief of Staff and wearing the same uniform.

To such an ideal there are naturally many practical objections of which two are probably the most pertinent and comprehensive. First there is the commonly advanced theory that it would create many jacks-of-all-trades and masters of none. But this is a hasty and fallacious conclusion. It will obviously be necessary for the individual officer to specialise in one branch, but a combined service, just as specialisation is now necessary within each of the present three services. But this will not prevent him from educating himself on general lines in the function and operation of all branches provided he starts early enough. Senior officers have to-day to take supreme command of mixed forces and the only reason why it is so difficult to choose officers qualified to do so is that they have, during their most impressionable years, been educated exclusively within the narrow limits of their own respective services and have been unable at a more advanced stage of their education to take account of the needs of the other two. The restrictions thus imposed upon their outlook. This type of criticism is even levelled particularly at the Naval Officer, and the reason given is that he starts his naval education at the tender age of 13. There is probably some justice in this. But if Denmark, instead of confining its teaching to naval matters and restricting its entry to prospective naval officers, were to become one of a number of countries to include the fighting forces and to appropriate colleges, admittedly at all concerned with the needs of the civilian departments—in fact to all concerned with the service—and if its curriculum were to be suitably broadened, there is no reason why it should not be said for the principle of "catching 'em young." This is only one tentative suggestion for the readjustment of our present service educational system. There are undoubtedly other and possibly better, means of securing uniformity of training and of making it more effective and that direct entry from public and secondary schools, universities, and service apprentice establishments would be a step in the right direction. There are too many opportunities for promotion from the ranks. But the important point is the principle of early and comprehensive education. So long as this principle is kept in our forefront of our educational planning we should not go wrong in our method of applying it.

Tradition can be a Liability

The second general objection is that in the amalgamation of the three fighting services there would be a danger of destroying long established and valuable traditions. But this argument can hardly be said to hold water. There seems to be no reason why the members of a combined service should not share the traditions created in the past by its individual branches. In the Royal Air Force, for instance, the traditions set up separately by the R.N.F.C. and the R.F.C. in the last war are looked upon by all the older officers, who once belonged to one or other of the two services, as their common property. In these traditions, however, which have more recent origin, are no less strong and no less jealously guarded than those of the Navy and Army.

Moreover, traditions may be a liability, but they are naturally pander to human weakness, and the mere fact that they can be claimed as the prerogative of one or other service, in itself tends to create a spirit of rivalry and of unthinking and unco-operative competition between the three over the question of priorities. In fact the existence of separate service traditions may be regarded as a factor in favour of the establishment of a single fighting force rather than an argument against it.

These and many other practical difficulties of a minor or less general nature must be expected. No fundamental change can be effected without them. But if a principle is sound no practical difficulties must be allowed to interfere with its application unless they are quite insurmountable. The writer believes that the principle of a single fighting force is sound and that none of the practical difficulties are insurmountable.

The New Idea

No doubt the complete fulfilment of the ideal will take time and its development will be a gradual process. We have after all had to go through many stages in order to arrive at a clear conception of the ideal of national service. The most important and revealing stage was the creation and development of the Royal Air Force as a separate service, for without this the true meaning of air power would never have been understood, and it is the understanding of air power that has opened our eyes and shown us the fallacy of the sea or naval power, as opposed to the island power outlook. The people of the British Empire are already beginning to realise how much they owe to the foresight of men like General Smuts and Winston Churchill in defining the proper status of the Royal Air Force as a co-equal partner with the Navy and Army; how much to the clear vision, the tenacious energy, and the single-minded honesty of purpose of Lord Trenchard throughout the difficult period of its adolescence. When the wheel has gone full circle and the three services are merged into one, the Empire will recognise even more clearly its debt to these great men.

It may not then, be possible to go even desirable as yet to go all the way and merge the three services to the extent of destroying the individual identity of each one. We should be unwise to force the pace unduly. We have to do with human nature and human nature, especially in England, does not take kindly to violent change. But we can make a start at once, or at least immediately after the war, by giving a common education to all potential officers both of the fighting and of the civil services. We can broaden the education of officers by recommending by the establishment of combined Staff and War Colleges at appropriate levels, and thus produce Commanders and Staffs with full knowledge of what they are about, and of the capacity and suitability of the various components of the force in the roles allotted to them in the combined plan.

A Conductor of an Orchestra

Mansfield Fox has said to have complained that, as Supreme Commander of the Allied Forces in France in 1918, his position was little more than that of the conductor of an orchestra. Surely he used the term quite wrongly, and we can turn it to better account. In the first place no man in the world has such complete authority over the body of men he directs as has the conductor of an orchestra. Secondly, the good conductor, although not necessarily able to play every instrument himself, has an exact sense of the value of each group of instruments, knows just when one group should predominate and another give way, and can concentrate the whole orchestra, through the ability of his right moments to ensure the best interpretation of the music he is playing. This he can only achieve by long and intelligent study. He is, in fact, musically, fully educated, and is competent for his great task. If we, by education, can produce supreme commanders as highly qualified in the conduct of the fighting forces as the conductor of an orchestra is in the control and direction of his orchestra we shall come very near to our goal.

These are practical propositions and the opportunity is coming to put them into effect. Bitter experience has taught us the evils of prejudice and unintelligent competition. We must free ourselves from the slough of crooked thinking in which we have been struggling for so long and with such honest and misguided endeavour. We must dispel for ever the atmosphere of ignorance, suspicion, and misunderstanding which came so near to dissolving the Air Force into small groups and subordinating its activities to the needs of the older arms; which actually achieved one of the greatest anomalies in the history of the services when it vested in the Admiralty the operational control of Coastal Command; and which produced in some quarters the equally unsound suggestion that the Navy and Army be better organised under the control of the Air Ministry.

No branch of service should be looked upon as subordinate to another. All must be regarded as different arms of one great fighting force, each to be employed in the proportion which the emphasis appropriate to the needs of national strategy at any time. Sometimes one branch will be the predominant partner, sometimes another, but the forces as a whole must be flexible; and flexibility can only be achieved by the centralised control of all branches. Anything suggestive of the permanent subordination of one branch to another will destroy flexibility and with it the power of centralised control to concentrate a properly balanced force at the right time and place, to carry out an operation in support of the grand strategic plan.

A Planned Martial Economy

Centralised control must be vested in men properly educated to exercise it, men whose minds are receptive of new methods and new ideas and new weapons, and able to give them their proper place in the list of priorities. Those of us who now congratulate ourselves on our ability to appreciate the potentials of air power must be careful to ensure that, when the next revolutionary change in the conduct of war makes its appearance, we have not allowed air power to become such a fetish as to be set against the dictates of common sense, to its supersession. The principle of the Island Power will help us in this because it is a fundamental principle and being based on geography is unchangeable in nature. With this principle always in mind we should in future avoid the mistakes and confusion of thought to which we have become so accustomed, and to which we have so long referred with something like affection and reverence as "muddling through."

AIR AFFAIRS by 'Quis'

MARTIAL What is the Problem?

A peep into the future, with one eye on the past, portends that the next war will start where this leaves off. All manner of new weapons are already on the tap, many of them robot. Remote control of flying bombs and rockets, tanks and ships, promises a world in which mankind will live dangerously underground and will look to the trained team at the right moments to ensure the best interpretation of the music he is playing. This he can only achieve by long and intelligent study. He is, in fact, musically, fully educated, and is competent for his great task. If we, by education, can produce supreme commanders as highly qualified in the conduct of the fighting forces as the conductor of an orchestra is in the control and direction of his orchestra we shall come very near to our goal.

I offer the following important conclusions. First, air power, as the prime agent to win this war, has occupied the position of sea power in the last. But will it be so in the next? Weapon power will decide future wars, if the human race is mad enough to indulge in them. This means the integration of the scientist and the worker, the man and the soldier, the sailor and the dockerman—man, woman and child—into one single fighting force.

Second, ultimate world federation is surely the only hope for us all. The Shires of England and the States of America and the Republics of the Soviet, each had to face the same problem parochially at one time in their history and for identical reasons—those of security and commerce and prosperity.

Third, broadcasting and television, films and the press, these are at once the prime salesmen not only of trade but of ideologies. Thus he who has the biggest national market, and takes the trouble to expand it throughout the world, is at a great advantage.

Fourth, we have only one thing to fear. It is that post-war, before we know where we are, Germany in the guise of trade unionism, may be allowed to re-organise. When this time comes, as sure it will, our great trade union leaders must be on their guard.

Wherefore I say with all deference, that we shall be wise to view the might of air power not only for its overwhelming influence over all our lives, at this time and in the future, but for the appropriate role it will play in the general scheme of world peace.

On a short term plan devised to hold the world secure until it can be welded together, the Air is certain to play a leading part. What is far more important, however, is that the long term policy should be based on it.

What does that mean to you and me? Security for the World, Britain, or the British Commonwealth? The world, Britain, or the Commonwealth, and new weapons, and able to give them their proper place in the list of priorities. Those of us who now congratulate ourselves on our ability to appreciate the potentials of air power must be careful to ensure that, when the next revolutionary change in the conduct of war makes its appearance, we have not allowed air power to become such a fetish as to be set against the dictates of common sense, to its supersession. The principle of the Island Power will help us in this because it is a fundamental principle and being based on geography is unchangeable in nature. With this principle always in mind we should in future avoid the mistakes and confusion of thought to which we have become so accustomed, and to which we have so long referred with something like affection and reverence as "muddling through."

What is the problem? That we shall all live free from fear. A suggestion is offered. Why not a Hundred Years Plan? One that would outspan all our lives; slow motion, devised to bring men and women firmly but surely into a world we have become so accustomed to and to which we have so long referred with something like affection and reverence as "muddling through."

Humanity, thy fair name stands challenged!

CIVIL Trade Follows the Flag that Flies

LET us face facts. In 1939 the Air Ministry, responsible for air transport, mark well both martial and civil, sealed their record of over a decade by committing themselves to the creation of a Civil Aviation, like Homer's Epos, did not conclude it, ceased. Whatever the reason, what a gaffer!

The proper view would have been to develop civil aircraft additional to the resources of martial aviation, as we have done in the past. But that has not been done, and we have the Americans. Had that been done years ago, we should by now have had another flourishing aircraft industry, admittedly at the expense perhaps of a battleship or so, and a heavy A.A. battery or two. So what?

But we want deeds not words. Here are some pointers. (a) At long last air liners may be designed and built with the same order of priority as for military aircraft.

(b) America is as determined, as indeed are most of us, under the leadership of the American Government, to have a purely theoretical formula which would never work.

(c) The British Commonwealth is in clover in the whole prospect, despite what the sepiacs say—and America knows it. We have the bases and the ability to use the Air to re-create our lost trade.

(d) I doubt whether Parliament and the Great British Public will, when the time comes, agree to the use of our air lines of American aircraft.

(e) We surely need a decision on policy, either what the Government is going to do, or that it is going to let private enterprise have its benign blessing.

(f) Some questions arise. Are our friends the Dominions going to use British or foreign aircraft? Are we going to adopt a policy of trade will follow the flag that flies? Is the ground installation already prepared? If not, why not? Are we frightened of anyone post-war? If so, who, and why?

Lord Beaverbrook, and Mr. Peter Masfield, his personal assistant on air transport matters, have recently returned from America, where they have been mixing oil with air. They are excellent air ambassadors, well qualified to by-pass the wishy washy expressions of opinion of many people who don't understand air transport, have never understood it, and who admittedly still have no policy.

I suggest, with all deference, that in the Air of Peace we are in a new outlook; that of the younger generations who have been fighting our battles for us. The men who ride the skies of to-day will fashion the world to-morrow.

A great prospect awaits us. Our King, Mr. Winston Churchill, many of our ministers and diplomats, and all our airmen, have already taken to the air like lead to the wind.

In the future, the Nations that form the Great British Commonwealth will be weeks or months away from each other, but hours or at most a day or two. Distance has already out its enchantment, time its doubts, ignorance its fears.

I see no need for concern. We are girl with a superb and vast opportunity with bases almost everywhere. We are backed by an aircraft industry that has proved itself federated. We are in a position to take the lead. All we need now is a really "go ahead" outlook, which is, I suggest, where you and I come in.

★ **WHAT'S YOURS?** We want this to be Your Page. Send in your latest yarn or joke, but please keep it snappy.

Have you heard this one?

A.C.a. "Let's get married or something."
Girl Friend. "We'll get married or nothing."

A departmental clerk found a tax return wherein a bachelor listed one dependent son. He turned the return over to the examiner who sent it back to the bachelor with the pencilled note: "This must be a stenographic error."

The bachelor returned the form unchanged, with the remark: "YOU'RE TELLING ME."

Father: "Who was that I saw you kissing last night?"
Mary: "What time was it?"

Father: "I don't like to see that soldier kissing you like that."
Daughter: "Give him a chance, father. He's only a beginner."

A new version of the chain letter is reported to have started in Reno, and reads, in part: "Send a copy of this letter to five male friends, then bundle up your wife and send her to the fellow whose name appears on the top of the list. When your name works to the top you will, in return, receive 15,176 gorgeous girls. Do not break the chain. One man did. He got his wife back."

A submarine sailor was approached by a suspicious looking person while riding in the New York subway. "What are your duties on the submarine?" "Oh," said the sailor, "all I have to do is to sneak forward and hold her nose when she dives."

Airman: "Gosh, you say you have never been out with an airman. Wonderful! Where do I meet you, Baby?"
Girl: "Meet me at 21.00 hours on the tarmac, near the Duty Pilot's hut."

"I told him he mustn't see me any more."
"What did he do?"
"Turned out the lights."

The lonely girl dreamed that a big brute of a man came to her bedside, picked her up and carried her down to a chauffered car, placed her in the back seat and got in beside her.

They drove out into the country and on a dark and lonely road the car finally came to a stop.

Finally finding her voice the girl asked: "And now what are you going to do?" "It's up to you, lady," the man answered, "this is your dream."

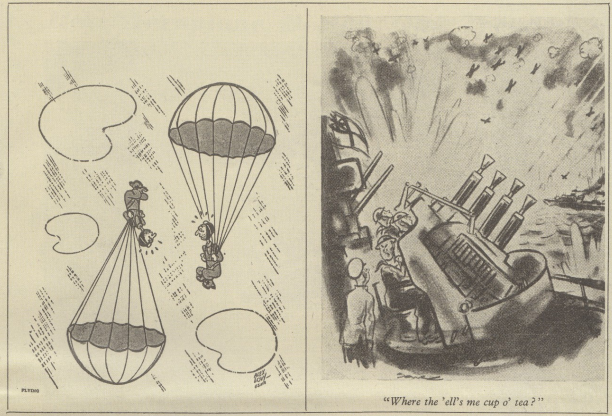
"Remember when Dorothy Lamour came out on the screen in her sorong—how quiet it was?"
"Yep. You could hear the airman waiting for a pin to drop."



"What's all this I've been hearing about your eating veg?"



"It's not for you to wonder why we kicked the Japs off this damned island"



"Where the 'll's me cup o' tea?"

Teacher to kindergarten class: "Who brought you into the world?"
Little boy in front seat: "A stork."
"That's right."

A week later when the school supervisor came visiting, the teacher seeking to impress him, again asked: "Who brought you into the world?" There was no answer so the teacher repeated the question several times. At last a small boy in the rear answered: "The boy the stork brought into the world is absent-to-day."

"This is a black-out, Margie. Are you afraid?"
"Not if you take that cigar out of your mouth."

She: "Kiss me once more like that and I'm yours for life."
Flight Lieut.: "Thanks for the warning."

Three A.C.a.'s, slightly punchy from a blitz, were riding toward London in a noisy automobile. Approaching the city one asked: "Is this Wembley?"
"No," said the second, "Thursday."
"So am I," said the third, "let's stop and have one."

Doctor: "You have acute appendicitis."
"Wait—Listen, Doctor, I came here to be examined, not admired."

American aeroplane plants are turning out bomber and fighter planes at a dizzy speed. Last week, it is reported, they built a plane in eight hours flat. Five minutes later a pilot took off in it. Six hours later the plant received a cable from him. It read: "I am in Australia. Please send engine."

A brass-hat in a first-class carriage, which also held a young man in civilian clothes, made a point of speaking somewhat more loudly than was necessary to his neighbour about young men who ought to be in uniform. The young man bore this in silence until the train drew in. Whereupon he spoke these parting words: "I have heard, Sir, what you were saying. Let me tell you, Sir, that I am in a reserved occupation. Let me add, Sir, that the establishments which employ me is the Foreign Office. Let me further add, Sir, that if it hadn't been for the Foreign Office, you would never have had your pershing war."

A dignified Briton was taking home a pair of his wife's shoes which he had got from the shoemaker after they had been repaired. No box or paper was, of course, supplied, so he slightly embarrassed, was carrying them home. A man opposite him in the bus watched him closely and said as he got out: "Not going to let her gad about—ch, guv'nor?"

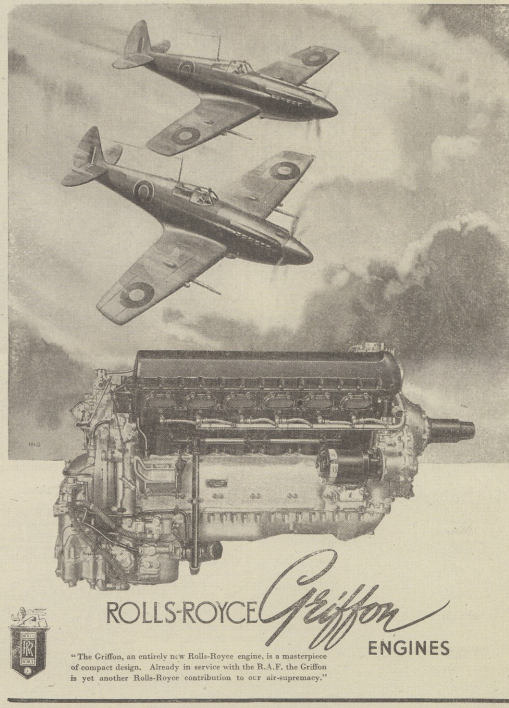
"I have to pick up a girl at the Brasserie at six o'clock."
"Who is she?"
"How do I know who's going to be at the Brasserie at six o'clock?"

A woman driver stopped for a red light and failed to move when it turned green. When the green light came on for the second time and she still showed no signs of moving, the policeman walked over and said politely, "What's the matter, lady, ain't we got no colours you like?"

Erik: "Is that ice cream pure?"
Waitress: "It's pure as the girl of your dreams, airman."
Erik: "Give me a ham sandwich."

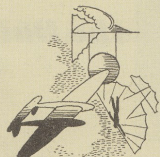
How Aeroplane Design Has Trended

By C. G. Grey



ROLLS-ROYCE *Griffon* ENGINES

"The Griffon, an entirely new Rolls-Royce engine, is a masterpiece of compact design. Already in service with the R.A.F., the Griffon is yet another Rolls-Royce contribution to our air-superstacy."



OUR excellent editor has asked me to discuss in a page the trend of aeroplane design through the ages. I should like to write a book on the subject. It would be a damnation of the aircraft design of all nations. Still let's have a shot at this job.

Leaving out Icarus, whose wings broke off because there was no A.I.D. in those days, and Eiliah, whose chariot of fire doubtless originated jet propulsion; and Sinbad, whose magic carpet was obviously the forerunner of Imperial Airways; let us get down to modern times.

To start with the gliders of Lilienthal, in Germany, Chanute in the U.S.A. and Pilcher in England, and others—most of them were monoplanes, but Chanute went as far as triplanes. The bird type was most popular. But copying birds is not logical, because one never knows whether any feature is as it is for aerodynamic reasons or structural reasons or alimentary reasons,—that is to say because every bone and every feather must be fed and so must have live feed-pipes. Nature has never made a revolving joint. As an early lecturer on aeronautics used to say: "When the Chief Designer of the Admiralty goes to design a new Dreadnought, he does not do it by contemplating a blotter."

Then came the first flying—the catapulted engine-assisted hops by the Wright Brothers, in 1903 and in 1906, which are recognized as the first power-driven man-carrying flights, were made on biplanes with elevators in front and no tail-rolls of other "tail-first" types have been tried since, but all have failed and most were pilot-killers. No Wright airplanes were built after 1911.

In 1901 Professor Langley of the Smithsonian Institute, Washington, U.S.A., built a full size tandem monoplane, and it had a radial air-cooled engine. It was smashed in an accident in 1908 and he could not afford to rebuild it. In 1914, Glen Curtiss, founder of the great Curtiss Company, borrowed its re-assembled engine from the Smithsonian, strengthened it to carry floats, and flew it with its original engine, off the water of Lake Keuka, New York State. Then he put in a bigger engine and flew it some more. But the War 1914-18 stopped his experiments and no more was heard of the tandem monoplane, till M. Maneyron won the Glider Competition at Ifford Hill with one in 1922. Still nobody believed in it until 1939, when the Miles Brothers built one at Reading and George Miles flew it. To-day their twin-engined Libellula, of the same type, has been flown by more than 20 pilots, who find no fault with it. So keep your eye on the tandem monoplane.

In the meantime, from 1908 till 1940 the biplane and the monoplane fought for the leading place. In 1909 the biplanes all had tail-booms and elevators in front as well as on the tail-planes. By 1911 biplanes with fuselages, like the early Bleriot monoplanes began to come in. By 1912 the Avro biplane had become a type which was used all over the world.

During the War 1914-19 some boxkite biplanes were still used, but the great majority were biplanes with fuselages—Avro, D. H., Bristol Fighter, Albatross, Fokker, Halberstadt, etc., but there were plenty of monoplanes—Bleriot, Morane, Fokker (with the first synchronized guns) Palz and others. By 1917 we had our twin-engined Handley-Page biplane bomber and the Germans had their twin-engined Gotha. By 1918 we had four-engined Handley-Pages and the Germans had four-engined Friedrichshafen—one of which were used on active service.

After 1918, as civil flying and air transport began to develop, the same competition went on. We stuck fairly steadily to biplane air-liners.

Anthony Fokker went for high-wing monoplanes. And until 1923 the design of warplanes hardly altered at all. Structural methods were merely as they had been. The earliest aircraft had been built of wood, mostly with

metal ferrules or sockets or straps, and braced by steel wire, tensioned by right- and left-hand screw strainers and covered with linen or cotton fabric—the stick and string age. Then steel struts, some with and some without wires came in. As early as 1913 a Deperdussin monoplane was built with a fuselage of wood strips criss-crossed over a former, just like the Mosquito of to-day. In 1920 Short Brothers built a biplane entirely of aluminium; fuselage, wing-covering, control surfaces and all. A very advanced idea.


By 1920 the rotary air-cooled engines, which had made flying possible by their lightness, and added to its danger by their gyroscopic action, had disappeared, except in second-hand machines, and all power plants were either radial air-cooled (from 3 or 7 or 9 to 14 or 18 cylinders), or else in-line water-cooled of 6 cylinders or Vee-type of 12 cylinders.

The next steps were cantilever monoplanes and retractable under-carriages. The high-wing monoplane obviously gave the best view for passengers. The low-wing gave the best stowage for undercarriage and gave the designer the chance of using shorter legs and retracting mechanism. An American Republican friend of mine said that low-wing craft were invented so that one could fly about the States without seeing all those damn Democrats covering the ground, but that as soon as a Republican Government comes in the U.S. designers will be back to high wings. But, according to theory and practice, a middle-wing type is the most efficient.


To-day when one talks of trend of design one accepts stressed-skin all-metal construction almost automatically as the mode of the future. But the Mosquito has shown that plywood is far from obsolete. And there are those who believe that plastic materials will be used for compression and tension members as well as for covering.

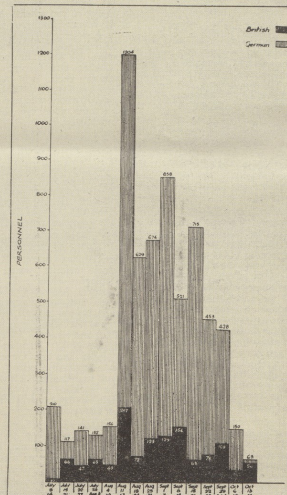
Looking farther forward we think of jet-propulsion and pressure-fed cabins to allow air-liners and service craft to fly at 30,000 feet or more, so as to be above the regions of disturbed air or of layers of moisture which will form ice on the machine and force it down. Also we hope that designers will tend to make flying safer by giving us lower speeds for take-off and landing, shorter instead of longer runways, the abolition of petrol, and the production of aircraft which will not burn if they crack up.

the Battle of Britain 1940

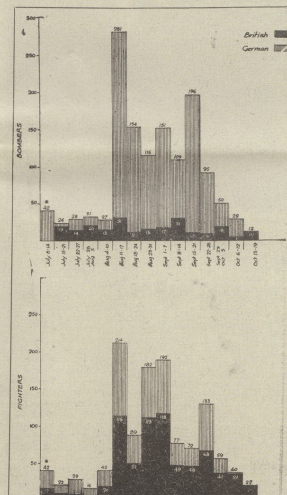


A Tribute
In 1940, a few hundred fighter 'boys,' their heroism unsurpassed within the whole story of the universe, stood between the world and its potential master. It is to the gallant young men who flew under the leadership of Keith Park that we dedicate this number; for verily they saved not only ourselves but civilisation itself.





Left: HARRY BROADHURST, J. A. KENT, PADDY FINUCANE, DESMOND SHEEN, BRIAN KINGSCOMBE, GLEED.



Right: KEITH PARK, R. R. STAMFORD TUCK, KINGABY, WHITNEY STRAIGHT, 'DUGGIE' BADER, 'SAILOR' MALAN.

Ladies First!

Women Post-war
When the last W.A.A.F. leaves the last R.A.F. Station and goes forth into the brave new world for which she has worked, what will she expect? Equality in the labour market? Opportunity to enjoy the peace of a home and family of her own? A social system revolutionised out of all recognition?

We are anxious to hear the views of thinking women, and offer a book for the best letter received. It need not be a literary gem. Express yourself clearly and simply. Send your letter to me. The winning effort will be published.

A Much-Needed Reform

A common grievance among discharged airwomen is the paltry amount given towards the purchase of civilian clothes. The sum of £4 is granted during summer months for a suit or frock, with an additional £3 in winter towards a coat. As everyone knows, a girl who has no nest egg to take out the Air Ministry allowance is going to look pretty shabby, because goodness knows what kind of set-up you can buy for £7 in these days of high prices.

Granted, the airwoman is allowed to keep her Service underwear, but whilst those business-like garments may be all right for a bleak camp miles from civilisation, they hardly fill the bill under a slinky frock worn in London.

So we feel justified in hoping this mild protest reaches the right quarter. The transitory stage between W.A.A.F. and ex-Service-woman is trying at the best of times. A well-grounded woman faces the world with confidence.

By Patricia Wright

Men We Admire—2



Group Captain "Hughie" Edwards, V.C., D.S.O., D.F.C.

An Enquiry Answered

Elizabeth of Swindon is torn between loyalty to Bob, her boy next door, now a soldier in France, and John, the good-looking foreman at her factory, who is obviously attracted to her. Bob writes to say he is living for the day when he can keep a date at the Church with her. But John is amusing and considerate, and fills that rather desolate blank in her life. What, asks Elizabeth, is the answer?

The answer is one which unfortunately only you can supply, Elizabeth. No amount of advice, however well-meaning, can make one iota of difference to your tangled emotions. A little conscience brought to bear might be a good idea. The acid test of a war for women particularly is whether they preserve their ideals and high standard of conduct, or fall easily from grace. At the same time, although Bob will obviously have our sympathy because he is called from the woman he loves, it does not necessarily mean that he is the right man for Elizabeth. No one but the lady concerned is qualified to decide.

Lady Welsh Says—

The popular and energetic Director of the W.A.A.F., who recently toured an R.A.F. Camp, inspected various activities and attended a concert given by the airwomen. She presented a cup to the most efficient Section, and expressed the hope that the training the women were getting in the Service would fit them for citizenship.

After Hours

By 'Intruder'

Air Authors' Association

A strong committee has now been set up for the Air Authors' Association. It consists of Air Commodore E. L. Howard-Williams, M.C. (Chairman), Mr. Peter Masfield (Deputy Chairman), Wing Commander C. G. Burge, O.B.E., Captain Laurence Pritchard and Mr. Colston Shephard.

Here are the objects of the Association:

1. To promote mutual co-operation between members.
2. To secure and maintain proper professional standards.
3. To safeguard the interests of its members.
4. To advise them about their work and its market.
5. To provide premises in Fleet Street which they may use as an address for their literary activities.
6. To provide club premises.
7. To obtain facilities for members to visit airfields, airports and factories.
7. To obtain amenities for members post-war through Air Transport agencies and Air Line operators.
9. To arrange luncheons and dinners, talks and debates.
10. To recommend air books of the month.

Authors of articles and books, no matter what the subject, who are now in the R.A.F. and writers on aviation subjects generally, are invited to write to the Secretary, the Air Authors' Association, 134, Fleet Street, London. Entrance Fee and Subscription, £1/10 each.

£500 for Air Novel

Opportunity, it has been said, knocks at all our doors at least once in a lifetime. For all Air Authors in the British and American Armed Forces, such an opportunity is now offered. To those with literary aspirations a prize of £500 for a novel is going begging and royalties.

Many famous authors have, during the past century, owed their recognition to the House of Macmillan which is celebrating its centenary in this way. Such celebrities as Lewis Carroll, Thomas Hardy, Matthew Arnold, and a host of others, were first "published" by this company. When the present page of American and British history has been written, many names will have leapt from their present obscurity to the roll of literary fame. Will yours be among them?

No brief summary can include full details of the conditions. A descriptive leaflet is however available from the offices of the Air Authors' Association, 134, Fleet Street, London, E.C.4.

Sally Gray



Miss Sally Gray, the talented actress of "My Sister Eileen," is as captivating off stage as on. She is not just "a thing of beauty but a joy for ever."

Air Books of the Month

THE WAY OF RECOVERY by Squadron Leader William Simpson (*Evening Hamilton* 7/6) is the story of the author's gruelling battle with mutilation and disfigurement. Writing in a simple and direct manner he epitomises the spirit of courage and determination which he found in the Plastic Units, and to which he obviously contributed. He has also recorded some of the magnificent work of restoration that is being carried out by MacIndoe, the famous plastic surgeon, and his brilliant team.

Here is a vivid little book calculated to stir the most complacent person. It reminds us that the war-maimed man asks not for cheap hero-worship, nor for pity contaminated with sentimentality, but to be accepted by human society as a completely normal human being.

NO BOMBS AT ALL by C. H. Ward Jackson (*Sylvan Press* 8/6) is a collection of short and intensely human stories about the R.A.F. simply told and easy to read—despite a free use of Service jargon. Here are a dozen "close-ups" of station life. I liked "Old Wimpy" best.

KEY			
Exceptional	xxxx	Historic	H Comedy C
Very Good	xxx	Biography	B Musical M
Good	xx	Drama	D Jazz J
Very Fair	x	Review	R Parca P
Fair		Intimate	I Air A

Three Good Plays
Sweeter and Lower. Hermione Gingold and Henry Kendall at the Ambassador. (xxx IR) Tem. 1171 (3/6 to 15/-)
How are They at Home. J. B. Priestley's new topical comedy at the Apollo. (xxx IF) Gerard 2663 (4/- to 13/6)
The Last of Mrs. Cheyne. Jack Buchanan and Coral Browne at the Savoy. (xxx IO) Tem. 8888 (2/6 to 13/6).

Play of the Month
Business has so interfered with pleasure recently, that it is not reasonable for me to name a play for this month.

Six Good Films
Going My Way. Bing Crosby. (xxx MR)
The Story of Dr. Wassell. Gary Cooper, Laraine Day. (xxx D)
Whistling in Brooklyn. Red Skelton. (xxx D)
Medal for the General. Godfrey Tearle and Jeanne de Casalis. (xxx D)
Pin-Up Girl. Betty Grable. (xxx C)
English without Tears. Michael Wilding and Penelope Ward. (xxx C)

Film of the Month
Going My Way (xxx MR) A human and very sincere film in which Bing Crosby shows himself to be as good an actor as he is a crooner. Barry Fitzgerald all but steals the film with his character study of an old priest. We have the rare opportunity of hearing the lovely voice of Risi Stevens, the famous prima donna. Definitely Bing's greatest and most unusual picture and one you should not miss.

Where to Feed
The Dorchester Hotel, Park Lane, W.1. Mayfair 8888. Dancing from 8.30
Le Maurice, Bury Street, off Jermyon Street, W.1. Whitehall 9501. Dancing from 8.30 (including Sundays)
L'Apertif, Jermyon Street, W.1. Whitehall 1571. No music.
Lansdowne Restaurant, off Berkeley Street. Mayfair 1657. Dancing from 8.30 p.m. to two bands (including Sundays)

Records of the Month
Dance
Long Ago. Ambrose. Decca FR440
I'll Be seeing you. Decca FR440
Amor, Amor. Victor Sylvester.
Night of Biarritz. Columbia FB3039

This is ROSEMARY ROGER, a charming entrant in our Beauty Competition. The closing date is 30th October, so send in your picture now. The Competition is open to wives and fiancées of R.A.F. personnel, as well as W.A.A.F.

WEDNESDAY, JUNE 19, 1940—Page 5

IMMEDIATE TRAINING FOR ALL MEN FIT TO FIGHT

'PLANS FOR A NEW EUROPE'

'DAILY SKETCH' REPORTER

EVERY man fit to be used in the defence of Britain will be called up and trained immediately, with or without uniforms or equipment. Within days, thousands more men will be called to the arms of the Government, it is determined to make the minimum essential of the nation's man-power. Mr. Eden, War Minister, said in the House yesterday. In the last five weeks more men had been called up than in the first five months of the war.



Obey These Orders In Invasion

SEVEN rules that all civilians must obey if Germany invades Britain are set out in a leaflet issued yesterday by the Ministry of Home Security. The rules are: 1. Obey the orders of the Armed Forces and the police. 2. Do not panic. 3. Do not attempt to flee. 4. Do not attempt to hide. 5. Do not attempt to resist. 6. Do not attempt to sabotage. 7. Do not attempt to desert.

More A.A. Guns

The strengthening of the Army is only a part of the massive programme of defence now being undertaken. Anti-aircraft batteries have been increased from 1,200 to 1,500. There are 1,200,000 rounds of ammunition stored by the Army. A full statement is to be made to the House tomorrow.

'GIVE L.D.V. MORE WEAPONS'

VERY Local Defence Volunteers should be properly equipped with rifles and grenades, a suggestion for wide distribution of arms to the L.D.V. is made in a letter to the Home Office.

'Met With Rebuff'

Mr. Eden's suggestion that the Government should take over the management of the L.D.V. has been met with a rebuff by the War Office.

100 Per Cent. Defence

Mr. Eden's statement that the Government will do its utmost to ensure that 100 per cent of the population is fit to fight has been met with approval.

Children For Canada Scheme

The Government's scheme for sending children to Canada has been approved by the House of Commons.

Speed The Ships

The Government is urging the shipping industry to speed up the construction of new ships to meet the needs of the war.

WEDNESDAY, JUNE 19, 1940

THIS SUMMER ERROR SETS CHILDREN BACK

SUMMER ought to be the time when children are building up their strength for the coming winter. Unfortunately, however, the weather is so hot that many children are suffering from heatstroke and other ailments.

MORE MORTUARIES—GET LIVES

Long summer days take for granted that the sun is shining. But it is not always so. Many people are suffering from heatstroke and other ailments.

WATERMELON AND SALAD

Watermelon and salad are the perfect summer foods. They are refreshing and healthy. They are also easy to eat and digest.

6d PER OZ. IS CABBAGES' BOURNVILLE COCOA

CABBAGES' BOURNVILLE COCOA is a delicious and healthy drink. It is made from the finest cocoa beans and is available at 6d per oz.

To Stop INDIGESTION in 5 minutes

'Bisurated Magnesia' is a powerful laxative that can stop indigestion in 5 minutes. It is safe and effective.

INSECTS spread disease

INSECTS are a major source of disease. They spread germs and can cause many different illnesses. It is important to take steps to prevent insect infestations.

FLIT

FLIT is a powerful insecticide that kills all household insects. It is safe for use around children and pets.

WEDNESDAY, JUNE 19, 1940

GUARDS COLONEL'S D.S.O. This Is How B.E.F. Fought The Nazis

THE British Army's skill in adapting itself to the methods of warfare and to difficult situations is shown in the latest list of immediate awards made by the Commandant-General of the British Expeditionary Force.

30 Hours In Danger

Lieut. Alan Bonham was in danger for 30 hours during the evacuation of Dunkirk. He was the only man to survive the attack on the beach.

Philippines Send £2,629 To Our Fund

A FURTHER striking gesture of sympathy from the Philippines is the £2,629 sent to our fund for the relief of the victims of the Spanish Civil War.

Use This Form

Use this form to request a copy of the Daily Sketch. It is free of charge and can be filled in by hand or machine.

There is a DAILY SKETCH

Grow Beans For Winter

GARDENERS who have the space to grow beans for winter should start now. Beans are a healthy and delicious vegetable that can be stored for months.

GOOD HARVEST ARE PRECIOUS NOW

It is important to make the most of the good harvest now. Many people are suffering from food shortages and it is essential to have a good supply of food.

RELIXIAN

RELIXIAN is a powerful medicine that relieves pain and inflammation. It is safe and effective for all ages.

There is a DAILY SKETCH

ANTISEPTIC DETTOL

ANTISEPTIC DETTOL is a powerful disinfectant that kills germs and prevents infection. It is safe and effective for all uses.

Is there a bottle of 'Dettol' in your house?

This is the modern antiseptic, particularly suited for prompt use in emergency. 'Dettol' is the weapon with which, in our great hospitals and maternity wards, doctors and surgeons protect their patients and protect themselves from the dread risk of septic infection. Because it is entirely non-poisonous and can be used, if need be, without precise dilution, it is equally safe and sure in unskilled hands. Be ready, now, to protect yourself.

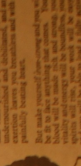
BECKLEY AND BONS, HULL AND LONDON. (PHARMACEUTICAL DEPT., HULL)

Don't Watch Air Fights — You May Get Hurt

By GODFREY WILLIAMS
IT may not be long before we are experiencing a real sample of Hitler's bait, so I ask you to memorise these words.

War-working women need IRON-strength

Iron-strength is now more than ever essential to the women of the nation. It is the key to health and vitality.



Dear Sir, I would like to see you in the front line of the war. I would like to see you in the front line of the war.

Iron Jelloids

fortify you with IRON-strength!
Does your iron strength show? You may not know it, but your iron strength is the key to your health and vitality.

Iron Jelloids are a powerful source of iron. They are safe and effective for all ages. They are available in all good health food stores.

COUPON FOR FREE BOOK
Name: _____
Address: _____

Send this coupon to: Iron Jelloids, 100, Strand, London, W.C.2.

THE DAILY BRISTOL

TALK of the TOWN

THE best of the A.T.S. evacuated units, found petrol from France this week.

Great Chamfield - Several hundred went out as cooks, clerks, telephoneists and storekeepers.

French uniforms - Some of them made no fewer than three trips to Dunkirk and since then, women came under fire and were killed.

Rosen Tragedy - A woman who had been with a small unit in Dunkirk, said it had belonged to the British when she had been captured by the Germans and taken to a camp in France.

Missing From Dunkirk - The names of several missing men were received in the past few days from the French.

Yaris Snatch Petrol - A man who had been with a small unit in Dunkirk, said it had belonged to the British when she had been captured by the Germans and taken to a camp in France.

Dodging Shrapnel - A man who had been with a small unit in Dunkirk, said it had belonged to the British when she had been captured by the Germans and taken to a camp in France.

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Life Goes On - Mrs. M. J. ...

WEDNESDAY, JUNE 19, 1940

JUST A THOUGHT

Life Goes On - Mrs. M. J. ...

WEDNESDAY, JUNE 19, 1940

Did you MACLEAN your teeth to-day?



Forget the War for a moment, relax and read this article

by Ethel Mannin



WEDNESDAY, JUNE 19, 1940 - Page 10

FIRST AND LAST THE BEST CIGARETTE OF THE DAY



CONNEMARA... "God's own view of lake and mountain"

WHEN I set out in mid-September to Connemara, I was not only a tourist, but a tourist with a purpose. I was going to see the lake and the mountains, and to tell me I was crazy.

at every well-known and unknown, were a holiday, they said. I would travel on a holiday, they said. I would travel on a holiday, they said. I would travel on a holiday, they said.

As though you don't know!

MACLEAN'S TOOTH PASTE

As though you don't know!

Spotted Mascot - Mr. J. ...

Tough! - A man who had been with a small unit in Dunkirk, said it had belonged to the British when she had been captured by the Germans and taken to a camp in France.

ITALY'S AIR POWER

by ERIC SARGENT

THE Italian Air Force is rather than of the type of fighters because its spheres of activity are mainly in the Mediterranean, it comprises a large number of seaplanes.

When I saw the cottage for the first time, I was struck by the blue front door you can under the eaves, and the white-washed walls and the white-washed ceiling.

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WEDNESDAY, JUNE 19, 1946 - Page 13



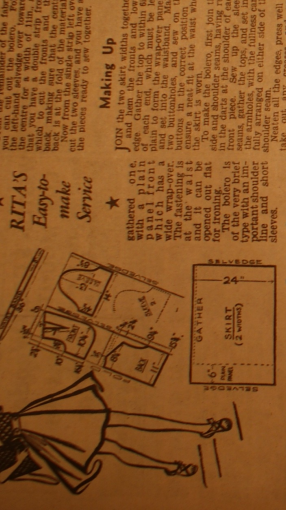
New washing method makes clothes last longer - saves coal or gas - gets washing finished 1 1/2 hours earlier!

- 1. You save more than half your coal every washing... 2. An average wash (20 pieces) of clothes... 3. No steam forms... 4. No steam forms... 5. No steam forms... 6. No steam forms...

Rinso SOAKS CLOTHES CLEAN

They Aided Our Fund Previously acknowledged £108,711 17s. 9 1/2d

BOLERO and SKIRT



From the remainder of the fabric... Making Up... Join the two pieces together...

YOUR HOROSCOPE TODAY

Choose to see over old opportunities... Venus, April 31... Mercury, July 14... Jupiter, Nov. 23...

CROSSWORD

Crossword puzzle grid with clues: Across 1. Favorite summer sweet... Down 1. Fruit...

UNDERDONE... JUSTINE GLASS tells you how to get the best FACE VALUE... Face creams and powders...

INDIGESTION... Relief... Milk of Magnesia's gentle action... We all jumped in a very high...

CHILDREN'S CORNER... WEIRD WOOD... Oliver Plum's Table Manners... Obstinate Artist...

MILK OF MAGNESIA... GOOD GROUND WORK... Illustrate and this is what the ideal...

POP... SORE FEET MADE HER DREAD MONDAYS... RADOX... If not already sold, original...

Save for Victory! What you have to do... Every time you have a coin in your hand - think before you spend it... Bring out every shilling you can now!

NO CHANGE IN OFFICIAL VIEWS ON RACING

L. V. MANNING COVERING THE SPORT FRONT Present Intention Not To Cancel Newmarket's Ascot Meeting; Scots Rugby Star is a Prisoner

DOG DERBY'S NEW STAR Rock Cullen Puts Up Fast Time in Heat

They Want To Forget There has never been any doubt what anyone here thinks about the dog derby...

LAST NIGHT'S WINNERS The winners of the dog derby were: 1st, Rock Cullen...

Adventures of Bill Reeves It may have been tough on him, but he has had a very good time...

Out Of The Bag And here, two more of the audience have had a very good time...

What Exeter Skipper Said The skipper of the Exeter team has said that he is very pleased...

On Thunders The thunders of the race were very loud and the crowd...

Unity Pool FERRY RESULTS POOL £1310 10 £52-8-0 10 £2-7-0 10

The Unity Pool Coupon For next Saturday will appear in this paper tomorrow morning

WESTON'S GOLD CUP MOUNT Wooderson Runs In Newmarket Race

AT WOLVERHAMPTON The Wolverhampton jockey club has announced that...

ASCOT PROBABLE RUNNERS The Ascot meeting is expected to be a very good one...

Comic Pinace At Last The comic pinace at last has been seen in the Ascot...

Handicapped Robert Wilson Shaw, who was eight years old...

Edwards of Last Time Edwards of last time was seen in the Ascot...

What Exeter Skipper Said The skipper of the Exeter team has said that he is very pleased...

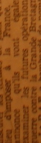
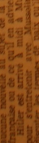
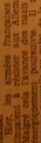
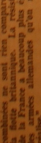
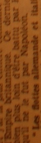
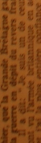
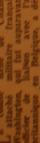
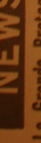
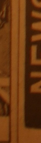
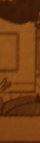
On Thunders The thunders of the race were very loud and the crowd...

Unity Pool FERRY RESULTS POOL £1310 10 £52-8-0 10 £2-7-0 10

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BLONDIE

By Chic Young



VENEZUELAN OIL CONCESSIONS

Dividend 24.34 per Share

The twenty-fourth ordinary dividend of the company...

By Chic Young

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Engelnd zal winnen zegt Fransche Expert

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NEWS IN FOUR LANGUAGES

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WAR IDEAS WANTED

FOR DISCUSSING YOUR IDEAS AND THINKING UP NEW IDEAS FOR THE WAR EFFORT

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FOR THE FORCES

See 3.0 p.m. from Forces

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