

All Nations Together

A Battle of Britain resource



This resource provides biographical content to supplement a Key Stage 3 student study into the Battle of Britain.

It highlights the international profile of the Royal Air Force in 1940. As well as investigation into the political, strategic, tactical and technical aspects of the battle, no study is complete without reference to the human experience of the event. This was an early phase of the Second World War when the outcome hung upon the skills and courage of a small number of combatants and support staff. It may surprise students to learn that numbered among Churchill's 'Few' were participants from many Allied nations.

A study of the Battle fits into Key Stage 3 History in the following ways:

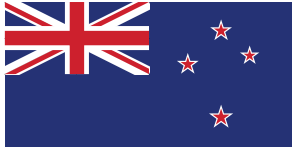
- In the broad **purpose** of the study of history, as outlined in the National Curriculum: 'History helps pupils to understand the complexity of people's lives, the process of change, the diversity of societies and relationships between different groups, as well as their own identity and the challenges of their time.'
- One of the key **aims** for the teaching of KS3 history is to: 'know and understand the history of these islands as a coherent, chronological narrative, from the earliest times to the present day: how people's lives have shaped this nation and how Britain has influenced and been influenced by the wider world.'
- Amongst options for subject **content** is the unit: 'challenges for Britain, Europe and the wider world 1901 to the present day ... this could include: ... the Second World War and the wartime leadership of Winston Churchill.'



The Battle of Britain, 10 July to 31 October 1940, was a large air battle fought between the German air force - the Luftwaffe - and the Royal Air Force of Great Britain. If lost by the RAF, it would have opened the opportunity for Germany to invade and take over the British Isles. This would have helped to fulfil the Nazi plan of European domination and would have made it almost impossible for other countries (such as the USA) to stop Germany. Winning the Battle of Britain has been said to have been the RAF's most important contribution to British, and possibly world, history.

But what was the Royal Air Force like at the time? In comparison with the Luftwaffe, the RAF's Fighter Command was fewer in number and, in 1940, mostly volunteers. Some were pre-war professionals and had experience in the skies of the Battle of France, but others had none. For the Germans, this was one more air campaign in a victorious series, that like the others, they expected to win.

Although many RAF fighter pilots were UK nationals, airmen of nations who had already suffered Nazi invasion desperately wanted another opportunity to fight back. They knew that Britain was the last hope of resistance to the Nazi regime. Young people from across the British Empire sensed the emergency and wanted to contribute to the outcome. Women, determined to offer their skills, joined the Women's Auxiliary Air Force in large numbers. Before and during the Battle, hundreds of men and women from nations all over the world committed themselves to the fight and joined the RAF, knowing that this could be their last stand. Here are some of their stories.



New Zealand

Air Chief Marshal Sir Keith Park

commanded the Fighter Group critical to the defence of London



- He was the son of a Scotsman and a New Zealander by birth, going to school at Auckland and Dunedin
- Keith Park had served in the First World War in the ANZAC infantry and later the British Royal Field Artillery at Gallipoli and in France. He joined the Royal Flying Corps in 1916, where he became a fighter pilot and squadron commander, earning the MC and Bar, DFC and French Croix de Guerre
- He was selected to attend the RAF Staff College in 1922 and between the wars was station commander of various airfields
- In 1937 he was appointed Senior Air Staff Officer of Fighter Command under Sir Hugh (later Lord) Dowding. Whoever was chosen for this role would inevitably be doing a job critical for the survival of the country
- The Battle of Britain was the first major campaign to be fought entirely by air forces and it is said that, while Dowding controlled the Battle of Britain from day to day, it was Keith Park who controlled it hour by hour
- A good tactician with a clear grasp of strategic issues, Park knew 11 Group would have the most enemy attacks. With the assistance of radar and the reporting system he was able to place his squadrons in the best position to intercept enemy raids. He also instructed his fighter pilots to divide their attacks between the German fighters and the bombers which were the more serious threat
- He was in personal command on some key dates: 13 August - Adlertag, 18 August - the Hardest Day and 15 September - Battle of Britain Day. On the latter, the Prime Minister was present at 11 Group's bunker when almost all the RAF's fighters were committed to the fighting except three squadrons. Park had asked whether he could send the final three in to fight. Churchill enquired: 'How many more have you got?' 'None', Park replied — 'I am putting in my last'. Nevertheless, the day was won and over 200 enemy aircraft were unable to crack Britain's fighter force. Hitler would postpone the invasion of Britain indefinitely
- Park's leadership, and his men's bravery, denied the Luftwaffe air superiority. After the war when the Nazi's most senior army commander, Field Marshal von Rundstedt, was asked which Battle he regarded as most decisive, he replied: 'The Battle of Britain'.



Czechoslovakia

Karel Mrazek was born on 29 November 1910 at Nachod, one of seven children



- He graduated from the School of Electrical Engineering in Brno and in October 1932 he enlisted in the Czech Air Force
- Graduating from the officers' school as an observer, he was posted to the 10th Observation Squadron at Nitra and trained further as a pilot at the Military Academy at Hranice. He later trained in night flying
- He was appointed as commanding officer of 33rd Fighter Squadron in 1937, flying the Avia B-354
- After Germany's occupation of Czechoslovakia in March 1939, he made his way to Poland, where he was invited to join the French forces, so that 26 June 1939 found him landing in Boulogne, France
- When France declared war in September, he was able to join the French Air Force, but after the German assault in May 1940, he developed hepatitis and had to be confined to instruction duty
- By June he was only fit enough to join a combat unit in a reconnaissance (spotter) role, at Marseille
- After a time, he slipped out of occupied France, through Casablanca and Gibraltar to Liverpool, eventually arriving at the Czechoslovak Depot at RAF Cosford. He was commissioned as an RAF officer, converted to Hurricane fighters and joined 46 Squadron at Stapleford Tawney on 22 September 1940
- Sustaining combat damage to his engine in a fight over Kent, he made a forced landing at Rochester on 27 September but shot down an Italian Fiat CR42 Falco on 11 November
- After further aerial victories, he became a flight commander in 1941 with No. 313 Squadron and was promoted to lead the squadron, was awarded the Distinguished Flying Cross and from June 1942 to May 1943 he led the Czech Wing, being further awarded with the Distinguished Service Order and joining RAF Staff College
- The war over, he left the RAF as Group Captain. He returned to Czechoslovakia in 1945 was readmitted to the Czech Air Force and promoted to Colonel
- In the communist takeover of the country he was dismissed and had to take a job as a warehouse manager. Then for 22 years he worked for a motor engineering company
- With the fall of communism, he was reinstated in the Air Force and in 1990 at the age of 80, was promoted to Major General. He died in 1998.



South Africa

Adolph 'Sailor' Malan is one of the most famous fighter pilots of the war. He was born an Afrikaner of Cape Colony, South Africa in 1910 and was originally in the Merchant Navy, hence the nickname 'Sailor'



- When in 1935, the RAF asked for volunteers for pilot training, he was quick to train and was sent to a squadron in 1937
- After many promotions he was an acting flight commander in No. 74 Squadron in March 1939 – just before the war began. 74 was involved in the fierce air fighting to protect the evacuation from France at Dunkirk and Sailor Malan was awarded the Distinguished Flying Cross after destroying five enemy aircraft
- During one fight, he calmly changed the lightbulb in his gunsight before returning to the action. In June he flew at night and shot down two Heinkel He111 bombers and was awarded a second DFC
- Malan was given command of the squadron in August: 38 enemy aircraft were shot down on 11 August, which became known as 'Sailor's August the Eleventh': he was awarded another DFC
- He finished his fighting career in 1941 with 27 enemy destroyed, and many more either shared or unconfirmed but probable. At the time he was the RAF's leading ace
- With other pilots he embarked on a lecture tour to the USA in October 1941, passing on his experiences to US aircrew.
- Malan became Station Commander of RAF Biggin Hill in 1943 and in November took command of 19 Wing of the 2nd Tactical Air Force in readiness for D-Day the following year
- He was famous for having developed 'Ten of My Rules of Air Fighting', of which two of the best known are: '10. Go in quickly – Punch hard – Get out!' and, '1. Wait until you see the whites of his eyes. Fire short bursts of one to two seconds only when your sights are definitely "ON"'.
- After the war, he returned to South Africa to be a sheep farmer and became the president of a leading anti-apartheid protest movement.

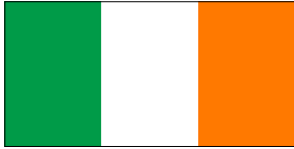


Poland

Antoni Glowacki was born in the capital of Poland, Warsaw, on 10 February 1910. Specialising in radios and electronics at technical college, between the ages of 18 and 20 he ran the Philips company's Polish branch



- He had joined the Warsaw Aero Club aged 16 and was already an experienced pilot, when after his compulsory army service, he entered the Polish Air Force. He was an officer serving in No. 1 Air Wing by 1935 and in 1938 completed a specialist course at the Air Force Academy, becoming an instructor
- He didn't fly against the German invasion in 1939, escaping to Romania, then to France, but decided to continue to England, joining the RAF Volunteer Reserve in January 1940
- From the Polish Depot, he was posted to the No 1 School of Army Co-operation on 5 July 1940 for No. 1 Polish Pilots Course and from here to 6 Operational Training Unit, converting to fly Hurricanes and gaining promotion from Corporal to Sergeant
- He joined No. 501 Squadron at RAF Gravesend on 6 August and on that day, transferred to the Polish Air Force. During the following week he claimed one damaged and one destroyed German bombers
- Three German fighters and two Ju 88 bombers were destroyed on 24 August. Glowacki went on to destroy and damage a further five aircraft during the following week, but he was shot down on 31 August, crashing and burning his aircraft on his own aerodrome
- Glowacki was slightly injured and didn't return until 10 September, shooting down a further Bf 109, but went sick on 24 September – his last flight with the squadron was over
- He was awarded the Virtuti Militari and after a time as a flying instructor, joined No. 611 Fighter Squadron at Hornchurch earning the Distinguished Flying Medal. He was commissioned in November and joined No. 303 Squadron at Northolt, shooting down more enemy aircraft and being awarded the Distinguished Flying Cross and Polish Cross of Valour and Bar
- Glowacki spent time with Polish Nos. 308, 309 and 307 Squadrons until 1945. He took his family to New Zealand in 1954, transferring to the RNZAF and finally working for the Department of Civil Aviation. He died in 1980.



Republic of Ireland

Brendan 'Paddy' Finucane was Ireland's best fighter ace of the war. He was born in Dublin on 16 October 1920



- After moving with his parents to England in 1936, he developed an interest in flying, but even after lengthy training, was not a natural flyer and crashed a lot! He was rated as 'below average'
- However, during the Battle of Britain on No. 65 Squadron's Spitfires he began to prove he was a determined fighter. His first aerial victory was scored on 12 August and for the remainder of the battle, he was credited with two enemy destroyed, two 'probable' and one damaged
- After promotion to acting Flight Lieutenant in 1941, he joined No. 452 Squadron leading many offensive fighter 'Circus' patrols over occupied France. This was Paddy's most successful time, when he destroyed 20 enemy aircraft and shared in others
- His eventual leadership of No. 602 Squadron and then a fighter wing brought him fame in the newspaper and newsreel media at the time
- He was wounded on 20 February 1942 in combat with Fw 190's near Dunkirk, during an offensive sortie over France. An enemy aircraft cannon shell exploded in his cockpit. Wounded in his leg and losing blood he was able to return to base but had to be lifted out from the remains of the cockpit before going to hospital. He was back in action in March
- On 15 July 1942, aged 22 and a Wing Commander at Hornchurch, Paddy led a ground attack against a German airfield and finishing, led his formation toward the Channel and home. German coastal machine guns caught him in their fire over the beach at Point du Touquet. His engine overheated but low altitude prevented him from using his parachute. He headed out to sea. He spoke his final message in his microphone to his friend, before hitting the water, 'This is it, chaps'. His body was never found.



Great Britain

Bob Stanford Tuck, one of the RAF's greatest fighter aces was born in 1916 and taught by his infantry veteran father to be a crack shot, winning rifle competitions



- At 16, Robert became a cadet in the Merchant Navy and saw his captain shoot sharks with a rifle. On shore leave, he saw an advert calling for RAF pilots and he went for it. After acceptance, he reported as an Acting Pilot Officer on 16 September 1935
- After training, in which he was rated as a 'born fighter pilot' Bob Tuck was promoted to Flying Officer in September 1938
- He was posted to No. 92 Squadron at Croydon flying Spitfires and joined the Battle of France flying his first patrol over Dunkirk on 23 May 1940, when staggeringly, he shot down three German fighters! Over the coming fortnight, his score mounted and won a Distinguished Flying Cross when he led his squadron into action after his Squadron Leader and senior flight commander had been hospitalised, all before the Battle of Britain
- During the battle, his score of enemy aircraft grew, but he was shot down during a head-on attack on a bomber: the cannon shells hitting his Spitfire. He took to his parachute and coincidentally landed at Tuck's Cottage near Horsmonden, Kent
- He was promoted to Acting Squadron Leader on 11 September and posted to lead No. 257 Squadron Hurricanes from Coltishall, at which time he added to his score and a bar to his DFC and in January 1941 was awarded the Distinguished Service Order and in March a second bar to his DFC
- After the Battle, he led fighter sweeps over the Channel and into France. On one he was shot down and only avoided drowning when rescued by a Gravesend coal barge
- On 28 January 1942, he was leading a low level mission over France when German flak guns hit his Spitfire and he was forced to crash land near Boulogne
- He was retrieved and invited to the mess at St Omer by Luftwaffe wing leader and fighter ace Adolph Galland. Galland said 'We have met before. Last time I very nearly killed you but you saw me coming and got out of way in the nick of time.' Bob Tuck spent the rest of the war in German prison camps, including the infamous Stalag Luft III and nearing the end of the war was nearly forced west on the Long March, but negotiated to be left in a barn to be discovered by the Russians
- He had achieved 29 aerial victories with a further eight probables and six enemy aircraft damaged and was kept on in the RAF as a Squadron Leader and temporary Wing Commander, becoming a test pilot and retiring from the RAF. In 1953 he began a new career as a mushroom farmer in Kent
- Adolf Galland and Bob Tuck became close friends after the war, advising the 1969 film 'Battle of Britain'.



Canada

Frank Hillock was born in Toronto, Ontario, and joined the Royal Canadian Air Force Auxiliary in May 1939 and was posted to No. 400 Squadron, an army cooperation unit



- He was called to full time service on 2 September and came with the squadron to England in February 1940, to work with the 1st Canadian Division
- Hillock volunteered for Fighter Command and in August, was posted to 5 Operational Training Unit Aston Down for conversion to Hurricanes and went to 1 Squadron at Wittering for experience
- He was posted to No. 1 (RCAF) Squadron at Prestwick on 21 October 1940. He joined No. 406 (RCAF) Squadron at Acklington on 5 January 1941 as a Flight Commander, being given command of 410 (RCAF) at Ayr on 18 August 1942. The squadron converted from Beaufighters to Mosquitos in October and Hillock flew the first sortie with these in December
- On a mission to the German Ruhr Valley on 15 April 1943, he found himself surrounded by the radio masts of the radio station at Apeldoorn, Netherlands, and on making his way through, lost a chunk of wing tip. On landing, the wing was found to be trailing 90 metres of copper cable and selling this to a scrap merchant back home led to enough money for a squadron party
- In May 1943, Hillock was sent to Staff College and on completion, returned to Canada in August. In October, he returned to the UK to form 143 Wing of the 2nd Tactical Air Force at Ayr, Scotland. This moved to the south coast in April 1944 and across to France on 12 June, the week after D-Day. After a month 2TAF was reorganized and Hillock went on a Fighter Leaders School course, returning to staff work in Canada
- After many further commands and roles in the post-war RCAF, Hillock retired in November 1965 as a Wing Commander.



Great Britain

Avis Hearn was born in 1917 and joined the Auxiliary Territorial Service in 1939



- She was selected for the Women's Auxiliary Air Force and as an Acting Corporal in 1940 worked as a Radar Operator based at RAF Poling, a Chain Home radar station on the East Sussex coast. She had to maintain a constant watch on the radar receiving set to provide early warning of approaching enemy aircraft
- On 18 August 1940, she received indication of an imminent enemy bombing attack. Ignoring the warning to head to an airfield shelter to take cover, she later said 'I had a lot of plots to send and I loved my country'
- Ju 87 Stuka dive-bombers prepared to dive to their target. Hearn remained at her post to send vital messages. Her Receiver Block had all of the windows blown out, walls were cracked and the noise was terrific. As the building neared collapse, bombs fell around her. When asked if the enemy force was in the vicinity of her radar station she said, 'The course of the enemy bombers is only too apparent to me because the bombs are almost dropping on my head'. For her brave actions and devotion to duty, she received the Military Medal
- The citation for the award of her Military Medal reads, 'Throughout the attack Cpl Hearn remained at her post in a building which threatened to collapse about her, doing her work as far as the terrific noise would permit. This airwoman displayed courage and devotion to duty of the highest order'
- She was soon promoted to Flight Sergeant and sent for further training. Her action was replicated in the 1969 hit film *The Battle of Britain*
- Avis Hearn died peacefully at the RAF Benevolent Fund's Princess Marina House, Rustington, on 27 March 2008, only a short distance from Poling, the scene of her action in 1940.



Poland

Mieczyslaw Mümler was born on 10 December 1899 in Lviv

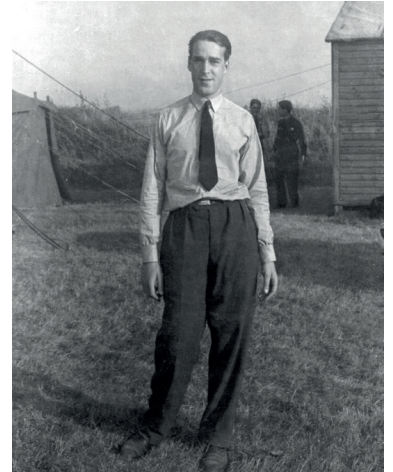


- After compulsory army service, he transferred to the 11th Fighter Regiment for flying training in 1926
- He commanded Polish No. 132 Squadron for eight years, to 1937 and in 1938 was promoted to command the third group of 3 Air Regiment: the only fighter unit in combat until the Russians invaded Poland on 17 September 1939. Before then he destroyed three German aircraft
- Ordered to escape, he flew his aircraft over the Romanian border, where he was interned, but released the following month. He set about travelling through Yugoslavia and Greece and finally reached Marseilles, France on 23 October 1939
- Sent to the French Polish Depot, he converted to fly the Dewoitine D520, was posted to Groupe de Chasse II/7 and in June, shot down two He 111 bombers, shared in another and damaged another
- With France's fall to the Germans, he flew to Algiers, crossed to Casablanca and then Gibraltar, where he sailed to England
- He took joint command of the Polish Wing of 3 School of Technical Training, Blackpool, but began combat flying at Duxford on 16 September. He claimed a Do17 bomber destroyed on 18 September and joined No. 302 (Polish) Squadron on 26 September
- He was posted to a flying instructors course at Upavon on 15 December and was awarded the Virtuti Militari. He was posted to 58 Operational Training Unit in February 1941 and stayed until August 1942
- He became Station Commander of RAF Northolt in September and flew occasionally. On 3 February he was flying as fighter escort to Courtrai, Belgium when he damaged an Fw 190. He was awarded the Polish Cross of Valour in April 1943, to which a bar was added in 1944
- He became a Polish Liaison Officer and made a CBE in 1945
- He was released from the Polish Air Force in 1946 as a Group Captain and settled in London, working as a baker in West End hotels, dying in 1985.

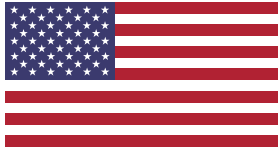


Belgium

Francois de Spirlet was born on 3 December 1916 at Ayeneux, near Liege in Belgium and completed a Bachelors degree at the University of Torino



- In September 1936, he started his compulsory military service with the 3rd Aviation Regiment of the Belgian Air Force. In two months, he was promoted to Corporal and began Observer training. His term of service finished in June 1937 when he was placed on the Reserve
- He was recalled in May 1938 and was sent to learn to fly at the flying school at Welvegum, where he qualified in August 1939 and was sent to unit 7/III/3 and then 1/I/3 at Evere airfield just outside Brussels
- Flying Fairey Fox VIIIs, he was promoted to Sergeant on 21 September and soon commissioned as a Second Lieutenant
- The Germans attacked Belgium on 10 May 1940 and de Spirlet's unit had to withdraw to France, where they were pushed back through many French towns ending up on the south coast at Montpellier, then France collapsed under the German invasion
- He and other Belgians had to board a ship and sailed via Gibraltar to Liverpool, arriving on 7 July 1940
- Received by the RAF processing centre at Gloucester he went to various Operational Training Units to convert to flying Hurricanes, joining No. 87 Squadron at Church Fenton on 12 August 1940
- He transferred to No. 56 Squadron at Middle Wallop on 29 November. He stayed with them till 1941, going to No. 609 Squadron at Biggin Hill in April, where, flying Spitfires, he destroyed a Messerschmitt Bf 109 on 17 June, but was himself shot down on 22 June. Injured, he was treated at Ramsgate Hospital
- After re-equipping with Hawker Typhoons, 26 June 1942 saw Francois de Spirlet taking off in formation at Duxford airfield, when his left tyre burst and his Typhoon veered off into the path of a fellow Belgian's Typhoon, just leaving the ground. De Spirlet was killed in the crash, his friend unhurt
- Initially buried at Brookwood Cemetery, de Spirlet was reburied in 1948 back at Evere in Belgium in the Pelouse d'Honneur.



USA

Billy Fiske or William Meade Lindsley Fiske III could trace his ancestry to 17th century Suffolk, but it was as the wealthy son of a Brooklyn banking family, with a Cambridge University education and achievements as the leader of the gold medalist US bobsleigh team at the winter Olympics of 1928, that made Billy stand out. Not only the stylish 8-litre Bentley he drove to and from golfing tournaments!



- While working for his family company office in London in 1938 he continued with another hobby: flying lessons and he qualified the same year, also marrying the former Countess of Warwick, but he was recalled to New York in 1939
- When on 3 September, Britain declared war on Germany, one of his English friends in New York was arranging to go home and Billy said he would join him on the ship, despite risking severe penalties in the USA for doing so. Billy joined the RAF having to lie, saying he was Canadian
- Despite already being a pilot, he had to join an Elementary Flying Training School at Yatesbury and then at Brize Norton
- On 12 April 1940 he was commissioned as Acting Pilot Officer and in July, arranged to be posted to his friend's No. 601 squadron at Tangmere
- Billy should have fitted in well as most of the squadron were members of St James' private members clubs and were wealthy with independent means, but Billy was seen as a playboy and other pilots thought he might not be one of the team – he soon proved them wrong with his humour and superb flying ability which allowed him to get used to the Hurricane, without having done a course to convert onto it
- His first patrol was on 20 July and on 13 August, he shot down a Ju 88
- On 16 August the squadron was scrambled to intercept Ju 87 Stukas that were heading for their airfield. Combats between the Hurricanes and Stukas forced the latter to drop their bombs and head out to sea
- Billy's Hurricane was hit by fire from the rear gunner of a Stuka, stopping the engine. Billy was able to glide his aircraft to a wheels-up landing on the grass at Tangmere, but it burst into flames on impact
- Despite two ground crew rushing an ambulance to the scene, unstrapping Billy and lifting him clear and taking him to the Medical building, Billy Fiske had sustained severe burns to his lower body. He was given morphine and taken to hospital, but died the next day aged 29
- Billy Fiske was buried in the churchyard at Boxgrove Priory Church, not far from the airfield, where his grave can still be visited today.



Australia

Desmond Fopp was born on 13 March 1920, Adelaide, South Australia. His mother was English and his father a first-generation Australian of Prussian ancestry who had fought with the ANZACS in the First World War



- His father died in 1936 so his mother brought him to England to live in Bristol. He joined the RAF Volunteer Reserve in November 1938 and completed his flying training at Brize Norton, converting to Hurricanes at 6 OTU Sutton Bridge
- He joined No. 17 Squadron at Debden, Essex, on 24 May 1940. He and his fellow pilots fought the Luftwaffe over Dunkirk and at Le Mans before retreating to Jersey and eventually to Essex. At Le Mans, the pilots had found some abandoned motorcycles and raced them around the famous motor circuit!
- On 12 July, during the Battle of Britain, Des Fopp shared in the destruction of a He 111. On 3 September he used all his ammunition damaging a Do 17 bomber but was then shot down by Bf 110 fighters. He baled out, badly burned, and came down at, Hutton, Essex
- He was in hospital for three months and after recovery, was a staff pilot at 3 School of General Reconnaissance, Blackpool. He rejoined No. 17 Squadron at Elgin, Scotland in July 1941. He was commissioned in November 1941, Fopp went to No. 132 Squadron, flying Spitfires at Peterhead
- On appointment as a Flight Commander in May 1942 he flew on many offensive fighter sorties over France, claiming a Fw190 destroyed. He had arranged for his Spitfire to be cleaned and polished to coax some extra speed from it. On leaving 132, he spent three months as a fighter tactics liaison officer with fighter squadrons of the US Army Air Forces based in East Anglia and in 1944 trained to be a flying instructor
- On 26 July at Advanced Flying Unit Wrexham, his Oxford was involved in a mid-air collision at night over Cheshire. Immediately taking control from the student, Fopp managed to land the badly damaged aircraft safely. Most of the tail had gone. Des Fopp was awarded an immediate Air Force Cross
- He remained a flying instructor until posted to No. 611 Squadron where he managed the conversion of its pilots from Spitfires to the Meteor jet fighter. He served in Cyprus flying patrols searching for gun-running ships
- In 1955 he returned to England and retrained on helicopters, helping to establish the search and rescue techniques used by the Bristol Sycamore. Off the Lincolnshire coast on 25 June 1956 his Sycamore's rotor gearbox failed but he brought it down on a sandbar in shallow water with no casualties
- In the 1960s Fopp flew helicopter operations over Borneo. He retired from the RAF on 13 March 1975
- Des Fopp died on 8 August 2005. His son Dr Michael Fopp was Director General of the RAF Museum until 2010.

Further Information

Kent Battle of Britain Museum

kbobm.org

The RAF Hornchurch Project

rafhornchurch.thehumanjourney.net/pilot_pages/finucane.htm

Czechoslovak pilots

[rafmuseum.org.uk/research/online-exhibitions/
czechoslovak-squadrons-in-raf.aspx](http://rafmuseum.org.uk/research/online-exhibitions/czechoslovak-squadrons-in-raf.aspx)

Womens' Auxiliary Air Force

waafassociation.org.uk/default.htm

To see examples of real aircraft flown in the Battle of Britain,
visit the RAF Museum: rafmuseum.org.uk

