

LARGE PRINT GUIDE



PEOPLE OF THE BATTLE OF BRITAIN

PART 2

THE
BATTLE
OF **BRITAIN**



British

Sergeant James Harry Lacey DFM

James ‘Ginger’ Lacey joined the RAF Volunteer Reserve in January 1937. He joined No. 501 Squadron in September 1939, flying Hurricanes. He destroyed at least five enemy aircraft during the Battle of France in May 1940.

During the Battle of Britain, Ginger became the second highest scoring RAF pilot. He was credited with either destroying or damaging 28 enemy aircraft. Ginger baled out successfully on two occasions, once with slight burns.

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British

Unknown Lathe Worker

The rapid expansion of the aircraft industry in the Second World War required a large number of workers to fill the new factories. Newly recruited women made up a large proportion of the workforce as so many men were serving in the armed forces.

Without women factory workers, many of whom had never worked in industry before, the RAF would not have had the aircraft it needed to defend Britain against the Luftwaffe.

214-1, © Charles Brown Collection, RAF Museum



British

Sergeant Edgar Francis Le Conte

Edgar Le Conte joined the RAF Volunteer Reserve in October 1939 and trained first as a wireless operator and then as an air gunner.

Edgar was posted to the Fighter Interception Unit at Shoreham, Kent in September 1940. On 7 October his Bristol Blenheim was attacked by three Messerschmitt Bf 110s and Edgar claimed to have damaged one. He later went on to retrain as a radar operator, flying in Bristol Beaufighters.



British

Air Vice Marshal Trafford Leigh-Mallory CB DSO

Trafford Leigh-Mallory was a pilot during the First World War. He was appointed Air Officer Commanding (AOC) of No. 12 Group, Fighter Command, in December 1937.

Trafford was one of the most influential commanders in the Battle of Britain. No. 12 Group covered an area of England from Cambridgeshire to Yorkshire. His 'Big Wing' tactics – attacking the enemy with large numbers of fighters – led to tension between him, his Commander-in-Chief Sir Hugh Dowding and Keith Park, AOC of No. 11 Group, whom he replaced in December 1940.



British

Pilot Officer Eric Stanley Lock DFC and Bar

Eric Lock joined the RAF Volunteer Reserve in February 1939 and was called up that September. In 1940 he was posted to No. 41 Squadron based in Yorkshire, flying Supermarine Spitfires.

Eric claimed his first victory on 15 August 1940. In September 1940 his squadron moved to Hornchurch. On 5 September, Eric claimed four aircraft destroyed and one probable. On 1 October 1940, the award of his Distinguished Flying Cross was published. He became the most successful British pilot of the Battle of Britain, shooting down 21 enemy aircraft. On 22 October the award of the bar to his DFC was published.



British

Pilot Officer Mervyn Henry Maggs

Mervyn Maggs joined the RAF Volunteer Reserve in June 1939 and was called up to full-time service in September 1939, initially serving in the Operations Room of 11 Group at RAF Uxbridge.

Mervyn retrained as an air gunner and joined No. 264 Squadron in June 1940. Shortly afterwards, while receiving further training, the Boulton Paul Defiant he was in crashed at Warmwell aerodrome and Mervyn was seriously injured, sustaining a broken neck. He re-joined No. 264 Squadron in September, flying night operations.



South African

Flight Lieutenant Adolph Gysbert Malan DFC and Bar

‘Sailor’ Malan was born in South Africa in 1910. He was a merchant seaman and member of the Royal Naval Reserve before he applied to join the RAF.

After serving in No. 74 Squadron for four years, he was promoted to Acting Squadron Leader in August 1940. Sailor was a highly successful Spitfire pilot and was given responsibility for improving RAF tactics during the Battle of Britain. His ideas in ‘Ten of My Rules for Aerial Fighting’ were widely adopted during the Second World War.



Belgian

Pilot Officer Roger Fernand Fulgeance Ghislane Malengrau

Roger Malengrau joined the Aviation Militaire Belge in 1936. When the Germans invaded Belgium in May 1940, he, and several other Belgian pilots, escaped to France and then to the UK. They arrived in Liverpool on 7 July 1940.

After converting to Hurricanes, Roger joined No. 87 Squadron at Exeter on 12 August and flew his first patrol the next day. The squadron was based at Exeter for the whole of the Battle of Britain, away from the centre of the action. On 15 August, however, the squadron took part in ‘the fiercest fight yet’ near Portland.



New Zealand

Archibald Hector McIndoe

Archibald McIndoe was born in New Zealand. In 1930, he moved to England and, in 1938, was appointed consultant plastic surgeon to the RAF.

When the Second World War started, he moved to the Queen Victoria Hospital in East Grinstead where he developed new techniques for treating seriously burnt and disfigured faces and hands. He also recognised the need for post-surgery rehabilitation and social integration. Archibald supported the Guinea Pig Club, an association formed by his patients, and remained its president until his death in 1960.



British

Squadron Leader Archibald Ashmore McKellar DFC and Bar

Archibald McKellar secretly took flying lessons before joining No. 602 Squadron, Auxiliary Air Force, in 1936.

Archibald joined No. 605 Squadron at Drem, near Edinburgh, in June 1940 as Commander of B Flight. In August the squadron successfully intercepted German bombers on their way to Newcastle. Between 9 September and 27 October, and after the squadron relocated to Croydon, Archibald claimed or shared in the destruction of 20 enemy aircraft. He was promoted to Squadron Leader and awarded a Distinguished Flying Cross in September and a bar in October 1940.



Canadian

Flying Officer William McKnight DFC and Bar

William McKnight joined the RAF on a Short Service Commission in February 1939 and joined No. 242 Squadron in November. During the Battle of France, he was credited with damaging or destroying 10 enemy aircraft, for which he was awarded a Distinguished Flying Cross (DFC).

During the Battle of Britain, William continued to serve in No. 242 Squadron, which was in No. 12 Group, Fighter Command, under the leadership of Douglas Bader. He recorded a further eight aircraft destroyed and received a bar to his DFC in September 1940.



British

Sergeant John William McLaughlin

John McLaughlin joined the RAF Volunteer Reserve in July 1939 and was posted to No. 238 Squadron in September 1940, flying Hurricanes.

John's Hurricane P3611 was shot down by Messerschmitt Bf 109s on 5 October over Dorset and he was admitted to Shaftesbury Hospital with severe burns. John was later given skin grafts by the pioneering surgeon Archibald McIndoe.



British

Pilot Officer Andrew Crawford Rankin McLure

Andrew McLure joined the RAF Volunteer Reserve as a trainee pilot in May 1939 and was called to service in September. He joined No. 87 Squadron in 1940.

In action off Portland Bill on 11 August 1940, he claimed to have destroyed a Messerschmitt Bf 109, after which he was forced to land near Weymouth. Although Andrew was wounded, he was back on operations later that month, his first patrol being on 30 August. On 30 September he claimed a Messerschmitt Bf 110 destroyed.



British

Pilot Officer Jocelyn George Power Millard

Jocelyn Millard was working for the de Havilland Aircraft Company when he joined the RAF Volunteer Reserve in August 1937. He trained to become a flying instructor in October 1939, and taught at RAF Antsy and RAF Grantham until August 1940.

Jocelyn then volunteered to serve with Fighter Command and was posted to No. 1 Squadron at Wittering, flying Hurricanes, in September 1940. In October he joined No. 242 Squadron at RAF Coltishall.



British

**Squadron Leader
Anthony Garforth Miller**

Squadron Leader Anthony Miller joined the Auxiliary Air Force in June 1937. He was called to full time service in August 1939 and became a Flight Commander with No. 600 Squadron.

Anthony joined the Fighter Interception Unit at RAF Tangmere when it formed in April 1940. In August, flying a Hurricane, he damaged a Junkers Ju 87. On 29 August, he took command of No. 17 Squadron at Tangmere. After an attack by a Messerschmitt Bf 110 on 3 September, Anthony managed to make a forced landing at RAF North Weald and was unhurt. He continued to lead the squadron until 1941.



Canadian

**Pilot Officer
Harry Thorne Mitchell**

Harry Mitchell joined the RAF Volunteer Reserve on a Short Service Commission in October 1939. He was posted to No. 87 Squadron in France in early 1940.

In May, the squadron relocated to Debden, Essex. Harry claimed a Messerschmitt Bf 110 and a Junkers Ju 87 destroyed and a Bf 100 damaged on 15 August, and a Messerschmitt Bf 109 destroyed on 25 August.



British

Reginald Joseph Mitchell CBE

After taking an apprenticeship at a locomotive engineering works, Reginald Mitchell joined the Supermarine Aviation Works at Southampton in 1917. He was rapidly promoted and by 1927 was Technical Director.

In 1931, Supermarine was commissioned to design a new fighter aircraft for the RAF. Using his experience with developing fast flying seaplanes, Mitchell designed an all-metal monoplane which could fly at high speed. The prototype Spitfire, K5054, flew for the first time in March 1936. Mitchell died before the Spitfire entered service with the RAF.



German

Oberstleutnant Werner Mölders Spanish Cross in Gold with Swords and Diamonds, Knight's Cross of the Iron Cross with Oak Leaves

Werner Mölders joined the Luftwaffe in 1934. By July 1940, he was a highly experienced pilot and influential tactician, having seen action in the Spanish Civil War, the invasion of Poland and the Battle of France, flying Messerschmitt Bf 109s.

Many of the fighter tactics used by the Luftwaffe were developed by Werner. However, his skill didn't make him invincible and he was grounded for a month after sustaining injury during combat. Despite this, Werner's tally of enemy aircraft destroyed during the Battle of Britain reached 30 by October 1940. He received his award of the Knight's Cross of the Iron Cross with Oak Leaves personally from Hitler.



British

Pilot Officer William Roy Moore

William Moore joined the RAF in 1940 as an air gunner. After completing training on Boulton Paul Defiants, he joined No. 264 Squadron in Lincolnshire on 9 July 1940.

The squadrons equipped with the Defiant suffered heavy losses. William was one of the lucky ones, surviving until he was posted away from the squadron in 1941. The rest of his career is unknown until 1945 when he left the RAF with the rank of Flight Lieutenant.



British

Sergeant Joan Elizabeth Mortimer

Joan Mortimer joined the Women's Auxiliary Air Force in April 1939 and was promoted to Sergeant in October.

During the Battle of Britain, Joan served as a switchboard operator at the busy RAF station at Biggin Hill. On 31 August 1940, during an air raid, she stayed at her post. Once the all clear sounded, she began marking unexploded bombs around the site with red warning flags, even though one exploded nearby. She was awarded the Military Medal for bravery.



Czechoslovakian

**Pilot Officer
Karel Mrázek**

Karel Mrázek was born in 1910 and served in the Czechoslovakian Army Air Force from 1932 until 1939. After brief service in France, he reached the Czechoslovakian Airmen's Depot at Cosford in 1940.

Karel was commissioned in the RAF Volunteer Reserve on 2 August 1940. He served with several squadrons during the Battle of Britain, including No. 310 Squadron alongside other former Czech Air Force aircrew. He was awarded the Distinguished Flying Cross and Distinguished Service Order in 1942, and later became a Group Captain.



Polish

**Squadron Leader
Mieczyslaw Mumler**

Mieczyslaw Mumler commanded No. 132 Squadron of the Polish Air Force between 1929 and 1937. After Poland fell to Germany in 1939, he travelled through Europe. During the Battle of France, he was based at the Polish Depot at Lyon.

Mieczyslaw finally reached the UK in June 1940 and joined No. 302 Squadron in Yorkshire in July. He claimed the destruction of a Dornier Do 17 in September. Mieczyslaw eventually became Station Commander at Northolt.



British

Flight Lieutenant John Colin Mungo-Park

John Mungo-Park joined the RAF in 1937 on a Short Service Commission. He joined No. 74 Squadron, based at Hornchurch, on 4 September 1939 and saw action in the Battle of France.

Between July and November 1940, John claimed the destruction of 17 enemy aircraft, including nine Messerschmitt Bf 109s. He was awarded the Distinguished Flying Cross in November 1940. On 27 June 1941, he was shot down and killed over France.



British

Aircraftwoman 2nd Class Joan Myers

Joan Myers was born in 1918, the youngest of three daughters, to a Jewish family in Stamford Hill, north London.

In 1940 Joan joined the Women's Auxiliary Air Force (WAAF) and trained as an Operations Room plotter. Once her training was completed, she was posted to RAF Biggin Hill, where she worked in the Sector Operations Room. In 1944 Joan married, and left the WAAF when she became pregnant.



British

Sergeant Kenneth Edward Naish

Kenneth Naish joined the RAF in 1936 and undertook pilot training. He was posted to No. 235 Squadron in June 1940 at Bircham Newton, Norfolk.

On 25 August, Kenneth's Bristol Blenheim Z5736, operating from Thorney Island, Chichester, was attacked in error by Hawker Hurricanes of No. 1 (Royal Canadian Air Force) Squadron and badly damaged. He crashed on landing but he and his gunner, Harry Owen, were unhurt. During the Battle of Britain, Kenneth continued to conduct local patrols, reconnaissance sorties and search missions for lost aircraft.



Canadian

Flying Officer William Henry Nelson DFC

William Henry Nelson was born in 1917, the son of Jewish parents from Montreal. In 1937 he joined the Royal Air Force, becoming a bomber pilot. In 1940, he retrained and joined Fighter Command.

William flew Spitfires with No. 74 Squadron, becoming an ace by shooting down five aircraft. Having survived the Battle of Britain, William had the misfortune to be shot down on 1 November 1940. His body was never recovered.



British

Marshal of the Royal Air Force Sir Cyril Louis Norton Newall GCB CBE AM

Sir Cyril Newall learned to fly in 1911 and served with the Royal Flying Corps during the First World War. He was Chief of the Air Staff from 1937 to 1940.

In the run up to the Second World War, Sir Cyril supported the development and production of fighter aircraft such as Spitfires and Hurricanes, without which the outcome of the Battle of Britain could have been very different. He also assisted Dowding in the creation of his air defence system. Sir Cyril was forced into retirement at the end of the Battle.



British

Flight Lieutenant Eric James Brindley Nicolson VC

James Nicolson joined the RAF on a Short Service Commission in 1936, joining No. 72 Squadron in 1937. During this time he undertook several operational patrols in Supermarine Spitfire Mk I K9942, on display at our Cosford site.

In May 1940, James became Flight Commander of No. 249 Squadron. On 16 August, James' Hawker Hurricane P3576 was hit by an enemy aircraft over Southampton and, despite sustaining serious injuries, and with his Hurricane ablaze, he continued to pursue and shoot down a Messerschmitt Bf 110. For this bravery, he earned the only Victoria Cross awarded to Fighter Command during the Second World War.

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British

Sergeant John King Norwell

John Norwell joined the RAF Volunteer Reserve in 1937 and undertook pilot training. He was called up on 1 September 1939 and joined No. 54 Squadron at Hornchurch later that month. During the evacuation of Dunkirk in May 1940, he claimed damage or destruction of seven enemy aircraft.

John moved to No. 41 Squadron in September. On 27 September he damaged two Messerschmitt Bf 109s and destroyed two more on 30 September. On 2 October, while taking off from RAF Hornchurch, he survived writing off Spitfire X4545 during a collision with a stationary aircraft.



Polish

Flying Officer Tadeusz Nowierski

Tadeusz Nowierski joined the Polish Air Force in 1929 and received a commission in 1935. After the invasion of Poland, he travelled to the UK and joined the RAF Volunteer Reserve on 30 April 1940.

On 5 August 1940, after converting to Supermarine Spitfires, Tadeusz joined No. 609 Squadron at Middle Wallop, Hampshire. Between 13 August and 15 October he claimed a Heinkel He 111, a Dornier Do 17 and four Messerschmitt Bf 109s destroyed – with a Messerschmitt Bf 110 probably destroyed and a fifth Bf 109 damaged. In October, Tadeusz successfully baled out from Spitfire N3223 over Salisbury Plain when his undercarriage failed during a routine patrol.

X007-2492-R-007,
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Polish

Flying Officer Zbigniew Olenski

Zbigniew Olenski qualified as a pilot with the Polish Air Force in 1935. After the German invasion of Poland, he escaped to the UK and was commissioned into the RAF Volunteer Reserve in December 1939.

After converting to Supermarine Spitfires, Zbigniew joined No. 234 Squadron at Middle Wallop, Hampshire on 14 August 1940. He claimed a Messerschmitt Bf 109 probably destroyed and a Bf 100 destroyed. Zbigniew wrote a report on his experiences flying Spitfire Mk Is after which he became involved in aerodynamic research.



British

Flying Officer Alan Geoffrey Page

Geoffrey Page learned to fly with the London University Air Squadron and was called to full time service in September 1939.

In June 1940, Geoffrey joined No. 56 Squadron and during July destroyed three enemy aircraft. He was badly burned when his Hawker Hurricane P2970 was shot down while attacking a German bomber formation over the Channel on 12 August. He became one of the patients, known as 'Guinea Pigs', of Dr Archibald McIndoe, who used pioneering reconstruction surgery on injured aircrew. Geoffrey eventually underwent 40 operations.



New Zealand

Air Vice Marshal Keith Rodney Park MC and Bar DFC

Keith Park, originally from New Zealand, joined the Royal Flying Corps in 1916. He served with the RAF between the wars and was appointed Air Officer Commanding of No. 11 Group, Fighter Command, which defended London and South East England, in April 1940.

No. 11 Group saw the majority of action in the Battle of Britain. His tactics included instructing fighter pilots to divide their attacks between German fighters and bombers in order to force them to turn back before they reached their targets. He supported the use of radar and the Dowding System, which enabled squadrons to be in the best position to intercept enemy raids.

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British

Flying Officer Cyril Woolrich Passy

Cyril Passy joined the RAF Volunteer Reserve in 1937 and was called up for service in October 1939.

After converting to Hawker Hurricanes, Cyril joined No. 605 Squadron at Wick on 22 April 1940. On 15 August he safely made a forced landing near Sunderland after a combat off the east coast. He shared in the destruction of a Messerschmitt Bf 109 on 7 October. After an attack by Messerschmitt Bf 109s, he made another forced landing in Hawker Hurricane P3737 at Marks Cross, Sussex on 26 October.

P021024, Copyright Unknown



British

Flying Officer Jeffrey Kindersley Quill AFC

Born in Sussex, Jeffrey Quill joined No. 17 Squadron in 1932. In 1935, he became a test pilot for Vickers and transferred to the Reserve of Air Force Officers.

As Chief Test Pilot, he was responsible for testing the new Supermarine Spitfire. In August 1940, he gained operational experience with No. 65 Squadron enabling him to recommend important improvements to the Spitfire's design. Jeffrey eventually test flew every mark of Spitfire.



British

Sergeant Cyril Frederick Rawnsley

Cyril Rawnsley joined No. 604 Squadron Auxiliary Air Force in 1936 as an aircraft hand. He completed training first as an air gunner and then a radio observer.

Cyril remained with No. 604 Squadron when he was called up. He partnered pilot John Cunningham in Bristol Blenheims and Beaufighters and they became a successful partnership on night-fighter operations.



British

Flying Officer Roderick Malachi Seaburne Rayner

Roderick Rayner joined the RAF on a Short Service Commission in July 1937 and was posted to No. 87 Squadron at Debden, Essex in September 1938. During the Battle of France Roderick claimed the destruction of six enemy aircraft.

He was credited with two Messerschmitt Bf 109s destroyed in July and August 1940. Rayner went on to command the squadron's A flight and in 1941 was awarded the Distinguished Flying Cross.



German

Hanna Reitsch Iron Cross

Hanna Reitsch qualified as a glider pilot in 1932, going on to set many altitude and endurance records.

In 1937, she became a Luftwaffe test pilot, flying the Focke-Achgelis Fa 61 helicopter. She also tested the Junkers Ju 87 and Dornier Do 17 bombers later used by the Luftwaffe in the Battle of Britain. Hanna became a well-known figure in Germany and in 1942 received an Iron Cross First Class for her contribution to the war.



British

Flight Lieutenant William Henry Rhodes-Moorhouse DFC

William Rhodes-Moorhouse was selected to represent Britain in the 1936 Olympic ski team. He joined No. 601 Squadron in 1937.

William was awarded the Distinguished Flying Cross in July 1940, after many successes in the Battle of France. On 6 September, the squadron intercepted a formation of enemy aircraft over Tunbridge Wells and, in the melee, his Hawker Hurricane P8818 was shot down and dived vertically into the ground. William was cremated and his ashes are buried at Parnham Private Cemetery, Dorset.



Irish

Air Vice Marshal Richard Ernest Saul DFC

Richard Saul flew as an observer in the Royal Flying Corps in the First World War. He became a senior officer at Fighter Command in the 1930s.

Richard was made Air Officer Commanding of No. 13 Group, Fighter Command, which included the naval base at Scapa Flow, in 1939. During the Battle of Britain, squadron personnel who had been serving in the busy No. 11 and 12 Groups were often temporarily relocated to No. 13 Group to give them time to recuperate.



British

**Pilot Officer
Vernon Churchill Simmonds**

Vernon Simmonds joined the RAF on a Short Service Commission in June 1939.

After converting to Hawker Hurricanes, Vernon joined No. 238 Squadron at Middle Wallop, Hampshire in July 1940. During the summer of 1940, he claimed the destruction of two Heinkel He 111s and two Messerschmitt Bf 110s. After a mid-air collision in September 1940, Vernon was forced to bale out of his Hurricane, but escaped serious injury.



German

**Generalfeldmarschall
Hugo Sperrle
Spanish Cross in Gold with Swords and
Diamonds, Knight's Cross of the Iron Cross**

Hugo Sperrle served as a pilot in the Luftstreitkräfte during the First World War. He commanded the Condor Legion during the Spanish Civil War and ordered the bombing of Guernica.

Like other senior members of the Luftwaffe, Hugo underestimated the strength of the RAF. Initially, in July and August, Luftflotte 3, operating from northern France, targeted shipping in the Channel, hoping to draw RAF fighters out to defend the convoys. Later, Luftflotte 3 concentrated on night bombing raids on airfields and industrial targets, including an unsuccessful attack on the Supermarine Spitfire factory at Castle Bromwich on 13 August 1940.



British

Pilot Officer Harbourne Mackay Stephen DFC

Harbourne Stephen joined the RAF Volunteer Reserve in 1937. After completing flying training, in September 1939, he was posted to No. 605 Squadron at Tangmere. Harbourne was commissioned in April 1940 and posted to No. 74 Squadron.

During the Battle of Britain, he was credited with the destruction or damage of 16 enemy aircraft and was awarded the Distinguished Flying Cross, gazetted 27 August 1940.



British

Wing Commander James Cornelius Stevens

James Stevens served with the Royal Naval Air Service during the First World War. He transferred to the Royal Air Force and in April 1940 took charge of RAF Bomb Disposal.

The RAF was responsible for dealing with unexploded bombs and ordnance and James was in charge of bomb disposal during the Battle of Britain. He developed the 'Stevens Stopper', a device to stop a bomb's clockwork fuze from working, enabling bomb disposal personnel to remove it and make the bomb safe. You can see one in the case under the timeline.



British

Pilot Officer

Donald William Alfred Stones DFC

Donald Stones joined the RAF on a Short Service Commission and joined first No. 32 Squadron in January 1940 and then No. 79 Squadron at Biggin Hill on 19 March, flying Hawker Hurricanes.

Donald was awarded the Distinguished Flying Cross in June 1940 for his action in Battle of France and the evacuation of Dunkirk. During the Battle of Britain, despite sustaining a wound in combat in September, he was credited with the destruction, or probable destruction, of six enemy aircraft.



British

Flying Officer

Whitney Willard Straight

Whitney Straight founded the Straight Corporation, a large civilian airline, before joining No. 601 Squadron in early 1939.

He was posted to Norway in April 1940, on a mission to find suitable frozen lakes for RAF aircraft to land on. He was injured in a German attack and only rejoined No. 601 Squadron in September, flying Hawker Hurricanes. He destroyed a Heinkel He 111 in December.



German

**Generaloberst
Hans-Jürgen Stumpff
Knight's Cross of the Iron Cross**

Hans-Jürgen Stumpff joined the German Army in 1907 and transferred to the Luftwaffe in 1933. In May 1940, he took command of the newly-formed Luftflotte 5 which occupied Norway and Denmark.

Hans-Jürgen was responsible for targeting attacks on Scotland and Northern England. He believed that the majority of RAF resources were concentrated in the south of England. On 15 August 1940, a raid on targets in north east England resulted in heavy German losses, after which Luftflotte 5 took little part in the Battle of Britain.



British

**Captain
Joseph Summers**

'Mutt' Summers joined the RAF in 1924 and quickly became involved as a test pilot. After a short spell at Vickers Aviation, he joined the Supermarine Aviation Works in 1930 as chief test pilot.

Mutt undertook the first test flight of the prototype Spitfire, K5054, in March 1936. Three months later, after it had undergone various modifications, including a new propeller, rudder and engine, he flew K5054 to Martlesham Heath for further testing by the RAF. Mutt tested 366 general types of aircraft during his career.



New Zealand

Flying Officer Kenneth William Tait

On 22 September 1937, Kenneth Tait sailed for the UK from New Zealand after he was provisionally accepted for a RAF Short Service Commission. His first posting was to No. 87 Squadron in August 1938.

Kenneth saw action in the Battle of France in May 1940 before returning to the UK. During the Battle of Britain, he was based at Exeter, flying Hurricanes. On 15 August he claimed a Messerschmitt Bf 110 destroyed and two others damaged. Later that month, he claimed a Messerschmitt Bf 109 and a Messerschmitt Bf 110.



New Zealand

Flight Sergeant Philip Harry Tew

Philip Tew joined the RAF in 1929 as an aircraft apprentice before he served as an air gunner with No. 600 Squadron Auxiliary Air Force at RAF Hendon.

After pilot training, Philip flew Spitfires with No. 54 Squadron during the evacuation of Dunkirk in May 1940. He destroyed a Messerschmitt Bf 110 and claimed a Dornier Do 17. In August 1940, he participated in the destruction of two Messerschmitt Bf 110s and a Messerschmitt Bf 109.



British

Flight Lieutenant Eric Hugh Thomas

Eric Thomas joined the RAF in 1936 on a Short Service Commission and, on completion of training, joined No. 19 Squadron at Duxford in May 1937. In April 1939, he became an instructor at the Advanced Training Squadron at RAF College, Cranwell.

Eric moved to No. 222 Squadron at Hornchurch on 10 September 1940, flying Spitfires. In September and October, he was credited with damaging or and destroying a Dornier Do 17 and five Messerschmitt Bf 109s.



British

Sergeant Laurence Arthur Thorogood

Laurence Thorogood joined the RAF Voluntary Reserve in December 1938, and was called to full-time service at the outbreak of war.

Laurence joined No. 74 Squadron in June 1940 flying Hawker Hurricanes. He was credited with destroying a Junkers Ju 88 on 25 August. Laurence later served in India and the Far East.



British

**Pilot Officer
Reginald Ellis Tongue**

Reginald Tongue learned to fly with the Oxford University Air Squadron before joining the RAF Volunteer Reserve in April 1940.

After converting to Hurricanes, Reginald joined No. 504 Squadron at RAF Filton on 28 September 1940. He made a forced landing in his Hurricane near Whitchurch on 16 October 1940.



British

**Flying Officer
Aiden Boys Tucker**

Aiden Tucker first joined the RAF Volunteer Reserve in 1938 and then took a Short Service Commission in 1939. He served with No. 73 Squadron in France in the early months of 1940.

Back in the UK, Aiden joined No. 151 Squadron at North Weald, Essex, in June 1940. On 12 August, he was shot down by Messerschmitt 109s and his Hurricane P3302 crashed into the sea near Ramsgate. He was rescued and admitted to hospital with wounds to his back.



British

Sergeant Helen Emily Turner

Helen Turner joined the Women's Auxiliary Army Corps in 1917 and transferred to the Women's Royal Air Force in 1918. She joined the Women's Auxiliary Air Force at the beginning of the Second World War.

During the Battle of Britain, Helen served as a switchboard operator at the busy RAF station at Biggin Hill. On 31 August 1940, during an air raid, she kept on working in order to maintain vital telephone contact with Group Headquarters. She, and colleague Corporal Elspeth Henderson, only left when a 500lb bomb crashed through the roof and the building caught fire. She was awarded the Military Medal in November 1940.



British

Sergeant Francis John Twitchett

Francis Twitchett joined the RAF Volunteer Reserve in July 1939. During pilot training, in August 1940, he crashed after the engine of his Miles Master failed on take off, but was unhurt.

After converting to Hurricanes, Frances was posted first to No. 43 Squadron and then to No. 229 Squadron at Northolt in October 1940.



British

Flying Officer Robert James Walker

Robert Walker joined the RAF on a Short Service Commission in 1937. After completing training, he joined No. 72 Squadron at Church Fenton, Yorkshire in April 1938.

During the Battle of Britain, Robert served with No. 72 Squadron until 5 August 1940 flying Supermarine Spitfires. After this, he became an instructor at 7 Operational Training Unit, RAF Hawarden. He later served in India and was awarded the Distinguished Service Order in 1945.



British

Robert Alexander Watson-Watt

Robert Watson-Watt began his pioneering work in radio direction finding at the Meteorological Office in 1916. He moved to the National Physical Laboratory and by 1935 had developed a way of detecting and locating aircraft by radio waves.

His system, Chain Home, which used fixed radio towers, was adopted for use by the RAF as a way of tracking incoming enemy aircraft. By the start of the war, 19 towers had been built. Chain Home was the first early warning radar network in the world and a vital part of the Dowding System.



New Zealand

**Pilot Officer
Edward Preston Wells**

Edward Wells joined the Royal New Zealand Air Force in 1938 on a Short Service Commission. After completing his flying training, he sailed for the UK on 7 June 1940.

Edward converted to Spitfires and joined No. 266 Squadron at Wittering in August. He moved to No. 41 Squadron at Hornchurch on 2 October and was credited with the destruction or damage of three Messerschmitt Bf 109s later that month.



German

**Major
Helmut Paul Emil Wick
Knight's Cross of the Iron Cross with
Oak Leaves**

Helmut Wick joined the Luftwaffe in 1936 and trained as a fighter pilot, flying the Messerschmitt Bf 109 under the supervision of German ace Werner Mölders.

During the Battle of Britain, and up to the time of his death in November 1940, Helmut became the leading German ace, claiming to have destroyed 56 enemy aircraft. On 5 October, he claimed to have shot down five RAF fighters in a single day. He became the youngest commander in the Luftwaffe and was strongly supported by Hermann Göring.



British

Sergeant Kenneth Astill Wilkinson

Kenneth Wilkinson joined the RAF Volunteer Reserve in March 1939 and was called up on 1 September.

After completing his flying training, he joined No. 616 Squadron in Lincolnshire on 1 October, and then moved to No. 19 Squadron on 17 October.



British

Pilot Officer William Dudley Williams

William Williams joined the RAF Volunteer Reserve in 1938 and was called to full time service in September 1939.

He joined No. 152 Squadron, based in Northumberland, in May 1940. During the Battle of Britain, Williams flew defensive patrols in the north east of England, before moving south to Warmwell to defend the naval base at Portland. In August and September, he either damaged or destroyed six enemy aircraft, including three Messerschmitt Bf 110s.



British

Flight Lieutenant Douglas Strachan Wilson

Douglas Wilson joined No. 610 Squadron, Auxiliary Air Force in 1939.

After a spell at the Air Ministry, he rejoined the squadron in June 1940, which was then based at Gravesend. During the Battle of Britain, flying Spitfires, Douglas was credited with destroying two Messerschmitt Bf 109s, both over Folkestone.



Polish

Pilot Officer Jan Eugeniusz Ludwik Zumbach

Jan Zumbach served first in the Polish Army and then transferred to the Polish Air Force in 1938. After Germany invaded Poland in 1939, he escaped to France via Romania, Bulgaria and the Lebanon. Jan finally arrived in the UK in June 1940.

He was posted to No. 303 Squadron at Northolt, flying Spitfires, on 2 August. During the Battle of Britain, Jan destroyed two Dornier Do 17s, five Messerschmitt Bf 109s and a Heinkel He 111.

