



TM



INSTRUCTIONS



INSTYTUT
PAMIĘCI
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WARSZAWA



WE DO NOT BEG FOR FREEDOM. WE FIGHT FOR FREEDOM.

DEAR PLAYERS,

It is with great pleasure that we present yet another board game from the educational series published by the Institute of National Remembrance. For many years now, our games have enjoyed great popularity and have been highly praised. The success of "303" has encouraged its authors to create another title which – using the same rules – presents the nature of the air battle over Warsaw in 1939. Thus, the idea of the "111" was born. Taken together with "303" it shows how difficult a task the Polish pilots were facing one year before the Battle of Britain.

In September 1939, Poland was forced to confront the German Army, one of the greatest military powers of the time. The French Ambassador in Warsaw, Leon Noël recalled: "In spite of the heroism and extraordinary sacrifice of the Polish pilots, which even the inhabitants of Warsaw were aware of, the German air forces, due to their overwhelming quantitative and technical advantage gained control over the Polish skies very quickly, although with heavy losses". Despite this, the Polish soldiers did not stop fighting. "The situation is clear. We have been attacked so we are fighting," said Prime Minister Felicjan Sławoj-Składkowski in the Sejm (the lower house of the Polish Parliament).

In September 1939, Warsaw was aerially defended by the Pursuit Brigade consisting of five Fighter Escadrilles. The game's title refers to one of them – the 111th Fighter Escadrille. It was pilots from that Escadrille who, after being defeated in September and wandering through Romania to France finally reached England. There they formed the first flying personnel of the 303rd Polish Fighter Squadron which, during the Battle of Britain, created its legend which still flourishes today. These were pilots who provided the Squadron with the badge and tradition of their pre-war unit.

The course of the game will obviously not change the course of history and will not make Poland victorious in the war. However, it will give you a chance, however, to fight one of the many aerial duels. It will enable you to learn the history and preserve the memories.

ESCADRILLE BADGES OF THE PURSUIT BRIGADE



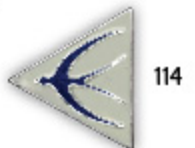
111



112



113



114



123

*Andrzej Zawistowski, Ph.D.
Director of the Public Education Office
of the Institute of National Remembrance*

It is the morning of 1 September 1939. The German Army is attacking along the entire length of the Polish border. At 6.35 AM, a battle dispatch from Mława reaches the staff of the Pursuit Brigade, reporting a large number of enemy planes heading for the capital from East Prussia. Warsaw – alert! At the camouflaged airfields in Zielonka and Poniatów, the mechanics take the planes out of the masking cover of trees and the pilots get into their machines. At 6.50 AM, a flare is set off, and a moment later the sections of "The Elevers" take off. It is time to show the Krauts how the Poles fight!

In less than an hour, the first German bomber will go down near Pułtusk. Will the Polish pilots, manage to defend Warsaw today against the power of the Luftwaffe?

ELEMENTS OF THE GAME

- Playing board
- tokens:



4 Polish fighters



1 Polish anti-aircraft artillery token



3 Luftwaffe fighters



2 Luftwaffe bombers



4 cloud tokens



3 camouflage tokens



3 shoot dice, the sides of which respectively stand for:



3 x Polish Air Force



3 x Luftwaffe



10 shot markers



fuel consumption indicator with fastener

PREPARING TO PLAY THE GAME

1. Place the board in the middle of the table.
2. Choose who will be playing each side. The Polish player sits on the southern side of the map, the German player on its northern side.
3. Assemble the planes according to the contours marked on the board.
4. Place the Anti-aircraft Artillery token on the "Warszawa" (Warsaw) field.
5. Place the fuel consumption indicator on mark "1" of the fuel gauge.
6. Put shooting markers, camouflage tokens and the dice beside the board so that the players have easy access to them.
7. Then, take two cloud tokens and place each of them alternately on the board, starting with the Polish player. You can place the cloud tokens anywhere on the board (marked here with blue tint), except other clouds, the airfields, and the anti-aircraft artillery defensive zone marked around Warsaw. Playing the rematch second round with the cloud setting identical to that in the first round is recommended.

2 LUFTWAFFE



2 POLISH AIR FORCE



THE AIM OF THE GAME

The aim of the game is different for each player. Luftwaffe's aim is to bomb Warsaw. To succeed, the German bomber must reach the field representing Warsaw. The Polish Air Force's aim is to prevent the raid by shooting down the bomber or delaying their flight towards Warsaw during 8 rounds of the game.



GAME PARTS

During combat, the pilots of 111th Fighter Escadrille demonstrated excellent reflexes and powers of observation, as well as nerves of steel. But before coming to sit in the cockpits of fighter planes, the pilots learned discipline in the tough "Eaglets' School" in Dęblin near Warsaw. Learning the rules of the game will require a time investment. However, if you persevere, you, too, may become a flying ace.

The game is divided into two parts, each consisting of eight rounds. Every round is marked off by means of the fuel consumption indicator on the fuel gauge in the corner of the board. Every round consists of six phases. Before the first air duel takes place, only phases 1, 3, 4, 6 are played.

1. Luftwaffe fighters' move (p. 6)
2. Luftwaffe fighters' (p. 7–9) and bombers' (p. 9) shots
3. Bombers' move (p. 9)
4. Polish fighters' move (p. 7–9)
5. Polish fighters' (p. 7–9) and artillery (p. 12) shots
6. Shifting the fuel gauge (p. 5)

THE END OF THE PART

"111" has three possible endings:

- a) Luftwaffe wins if the bomber pilot succeeds in bombing Warsaw, i.e. putting the bomber token on the field representing Warsaw.
- b) Poles win if the pilots manage to shoot down both bombers.
- c) Poles also win if, for eight rounds, its pilots manage to keep the bombers from reaching Warsaw.

Please note: at the end of the part, players must make a note of which round play ended at, and how many Polish planes remained on the game board. This can be done by placing two shooting markers on the black and white edge of the board on the numbers (6, 7, 8 and 1, 2, 3, 4, respectively). This information may be essential to establishing the winner of the entire game.

THE END OF THE GAME

In September 1939, the Polish pilots faced an enemy which had modern equipment, and the ratio of the Polish air force to the Luftwaffe over Poland was approximately 1:5. Despite this, the Polish fighters did not shirk the fight and although they were well aware of their hopeless situation they tried to carry out their mission as best they could. Unfortunately, with every passing day of the September Campaign that became more and more difficult..

After having played two parts, the winner of the game is determined in the following way:

- If both parts were won by the Germans, the winner is the Polish player who did not let any German bomber reach Warsaw for the longest period of time.
- If both parts were won by the Poles, the winner is the Polish player who ended the game first.
- If one part was won once by the Poles and once by the Germans, the winner is the player who was victorious in both cases.

Example: Andrzej commanded Poles in first part and was defeated by Łukasz in 7th round. In second round, playing Luftwaffe, Andrzej won in 6th round. It means Andrzej wins the entire game, because, playing Poles, he lost in a later phase than Łukasz.

Please note: in the event of a draw in the number of rounds (e.g. the Poles lost twice in the 7th round) the winner is decided by the difference in the number of planes (not necessarily damaged) with which the Poles ended the last round. If this does not indicate the winner, a draw will be declared.

FUEL GAUGE

One of the problems the Luftwaffe had during its fights over Poland was the limited range of their fighter planes. Insufficient fuel forced the Messerschmitt Bf 109s to avoid long combats with the Polish fighters. On the first day of the war as many as 11 German fighters planes failed to return from their flights to Warsaw due to damages and lack of fuel. However, the Wehrmacht's rapid advances allowed the Germans to move their fighters to airfields closer to the front-line.



Fuel consumption is marked off at the every round on the fuel gauge placed in the corner of the board. At the end of the round, the Polish player moves the fuel consumption indicator to the next mark. The gauge has double meaning. It may contribute to the Polish side winning the round "In time" and can decide on draws after both parts have been played.

In the game has been used a photo of an original Bf109s (sole survivor in Poland) fuel gauge

FIGHTERS

In '11f, the visibly lower speed and weak firepower of the Polish PZL P.11/7 aircraft in comparison to the German fighters was taken into account. The assets which gave the Polish pilots advantages during aerial duels were their excellent training, the will to fight, and the maneuverability of the P.11s.

THE MOVE PHASE

During a single round German fighter may, but is not required to, move one, two, or three fields in any direction. The Polish fighter may, but is not required to, move one or two fields. Aircraft cannot fly over or stop on a field already occupied by another aircraft token. During the move phase, an unlimited number of aircraft can fly through an empty field.

The players decide on the order of moving the fighters, but they must remember that once all the aircraft have been moved and the shoot phase begins the tokens must remain in place.

Please note: According to the order from the General Headquarters forbidding flying over Warsaw, the Polish fighters are not allowed to enter the field with the anti-aircraft artillery. This field is considered by the Polish side as occupied.

THE SHOT PHASE

During one round, one fighter may attack only one enemy aircraft. Conducting an attack on an enemy plane with two or more machines is allowed. The effectiveness of the attack is determined by a roll of the shoot dice. The farther the plane flies, the less time for shooting it has. This means that a German fighter which has flown over three fields is not allowed to shoot any more. If it has moved over two fields it can shoot with one die. After moving one field it can shoot with two dice. If it did not have to move at all because an opponent's token was on the neighboring field, it can make rolls with all three dice [see the table]. Similarly, a Polish fighter is not allowed to shoot any more after having moved two fields, and after having moved one, it is allowed to shoot with one die. If it did not make a move as the opponent's token was located on the neighboring field, it may shoot with two dice.



DETERMINING THE OUTCOME OF A SHOT

Dice are thrown to determine the outcome of a shot. When you throw the symbol of your own air force on a die – the cross in the case of the Luftwaffe, or the chessboard in the case of Poles – you have a hit. The token of the fighter which has been hit should then be turned to the "damaged" side. Two hits mean that the plane has been shot down and is removed from the game. Extra shots do not count.

	move	shots	effects of shooting

	move	shots	effects of shooting

As the dice are being rolled, and only after all the fighters have made their moves, remembering who is to shoot at whom and at what strength is sometimes difficult. Thus, 10 shooting markers are attached to the game to make it easier. During the move stage, you can place a shooting marker on the attacking plane, so you will know how many dice you have to roll during the "shot phase". Take the shooting markers off the attacking planes after deciding upon the successive shots in the sequence chosen. Using the shooting markers is not obligatory but it makes performing complex attacks much easier.

THE END OF THE DUEL

The majority of the Pursuit Brigade's fights were witnessed by the inhabitants of the towns near Warsaw. They saw planes performing incredible evolutions in the air, with parachutes opening as pilots bailed out, and planes crashing downward in flames or leaving the fighting area with a trail of smoke behind them. The impressions of the dynamic clashes of the fighters were empowered with the roar of the powerful engines and the rattle of the aircrafts machine guns. The situation in the air changed every few seconds.

Although this element of the game may create certain difficulties at the beginning, it clearly shows the specific features of fighting in the air and the differences in maneuverability between the German and Polish aircraft.

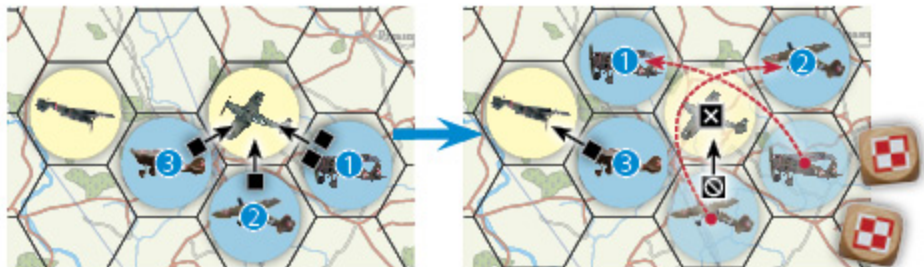
A German fighter misses the target and – irrespective of the outcome of the encounter it has to fly to the field located on its exact opposite side.

When there is another plane (1) or the edge of the board on the other side of the target, you must choose one of the two fields bordering both the target and the field on the opposite side of the target (field 2 or 3). If these fields are occupied, you must choose one of the two fields bordering both the target and the place where the shooting started (field 4 or 5). If all five fields bordering the target are occupied, the plane remains motionless after shooting (ie stays on the field 6).

Regardless of the outcome, a Polish fighter may choose any of the free fields bordering the target, apart from the field it started shooting from (fields 1, 2, 4 or 5). The plane remains motionless after shooting (i.e. stays on the field 6) only when all the five fields bordering the target are occupied. Field „Warsaw“ (3) is considered by Polish planes as occupied.



If more than one plane declares shooting at the same target and the plane has been shot down after the first attack, the mandatory flight to the other side of the attacked target is performed by all the planes that cannot change the aim of attack (2)..



BOMBERS

To engage with the maneuverable fighters, many Messerschmitts were dispatched at the same time to escort the bombers. However, even without escorting fighters, the bombers were not entirely defenseless. The German Heinkels were faster than the Polish "Elevens" and fire from a gunner could damage or shoot down the attacking aircraft with an accurate burst.

BOMBERS' SHOTS

The bomber shoots by rolling only one shoot die, and, unlike the fighter, does not fly to the other side of the adversary after firing. The bomber shoots during the same phase as fighters, but it makes its move only after all the outcomes of all the shots have been determined, i.e. in the next phase.

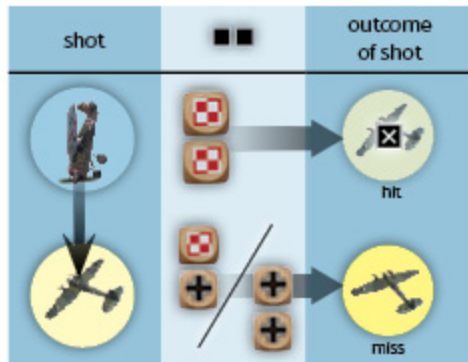


THE BOMBERS' MOVE

The bomber's move is the Luftwaffe player's last action in the round. It may move at the rate of one or two fields per round.

SHOOTING DOWN THE BOMBER

Since the bomber is a heavily armoured aircraft, to be shot down it must be hit at least twice in one round. It may be hit by more than one aircraft. If the bomber is only hit once during a round, nothing happens. If it is hit twice during a round, the part automatically ends. Hits from previous rounds do not count in subsequent rounds.



DAMAGE AND REPAIRS

Since there were no opportunities to get replacement aircraft, the work of the mechanics from the Pursuit Brigade turned out to be crucial. In war conditions they worked miracles to repair the damaged machines and get them ready for fighting. One of the Luftwaffe's priorities during the attacks on Warsaw was to discover and destroy the field airstrips from which the Pursuit Brigade's planes took off. Due to very good camouflage – over 100 trees were used to hide the planes that had their base on the Zielonka airfield – the objective was not accomplished while the Polish Air Force stationed there. The Germans discovered the abandoned airfields only after the Wehrmacht tightened its circle around Warsaw.

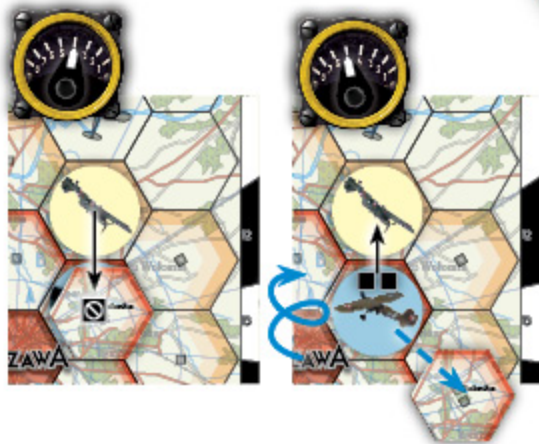
When a fighter is hit during the battle, the plane token has to be turned to the side with smoke. The damaged fighter is not fit for fighting and cannot attack other planes. However, it can fly at its normal speed. The Polish side can repair its planes.

In order to repair a plane, a move has to end on one of the airfields. The damaged plane has to be covered with a camouflage token.



This kind of place cannot be attacked by an enemy's aircraft. A field with a camouflage token is considered as occupied.

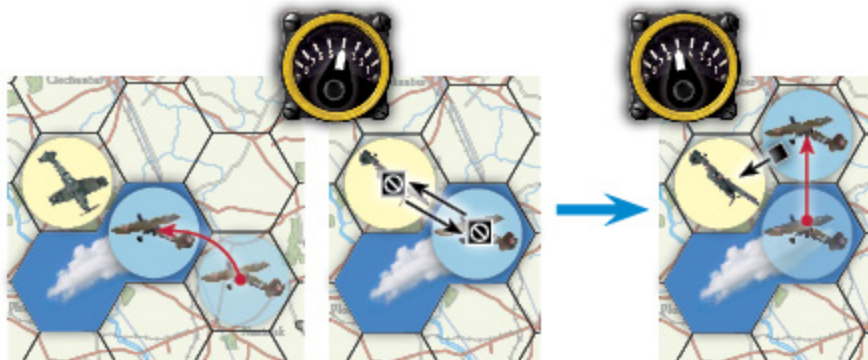
At the beginning of the Polish player's next move, the camouflage token has to be taken off and placed beside the board. The repaired plane has to be turned into the "undamaged" side and is ready to continue fighting at once. Only one plane at a time is allowed in the airfield.



CLOUDS

Clouds had a significant impact on aerial fighting. They made it possible to surprise the enemy, give cover to bombers and fighters in difficulty, and limited both the possibility of recognition and the visibility of targets on earth. However, difficult weather conditions could significantly reduce the abilities to effectively carry out their combat missions. This was the case, for instance, on 2 September 1939.

If a plane ends its move in a cloud it can neither attack nor be attacked. In order to be able to attack an enemy plane in the next round, it has to leave the cloud first and only then can it shoot. A plane can fly through a cloud without losing speed and enter the cloud when flying over after a shot (the end of the duel).



THE ANTI-AIRCRAFT ARTILLERY

The anti-aircraft artillery can significantly help the Polish player defend Warsaw. However, it is incapable of defending the capital city without support from fighters.

In his round, the Polish player may declare a shot from the anti-aircraft artillery at a selected enemy aircraft which is located on the fields within artillery range marked on the board. A shot from a distance of one field from Warsaw (1) is determined by the roll of one die, onto the field bordering Warsaw (2) by the roll of two dice, and on a Warsaw field (3) the shot is made with three dice (this only applies to fighters, since a bomber token on the Warsaw field automatically ends the part).

An artillery shot is decided by the same principles as the plane shots.



Please note: When attacking a bomber, hits of the anti-aircraft artillery can be combined with hits made in the same round by fighters.



Badge of the 1st Warsaw
Anti-aircraft Artillery Regiment

SAMPLE ROUND OF THE GAME

In **phase 1**, a Luftwaffe player decides to attack with all the fighters and bombers. Planes **1** and **2** are jointly attacking one target, and a fighter **3** is striking individually. The bomber **4** declares shot at a Polish fighter, but the bomber **5** cannot declare a shot at a plane hidden in the clouds.



In **phase 2**, plane **1** shot down the enemy. Plane **2** makes an obligatory flight to the field located on the other side of the declared target. After the attack, the plane **3** cannot fly to the field occupied by plane **1** and selects a field out of range of the anti-aircraft artillery. The bomber **4** misses and in **phase 3**, it hides in a cloud. Bomber **5** flies two fields towards Warsaw.



In **phase 4**, plane 1 blocks the bomber's way and fighters 2 and 3 attack the other one. The anti-aircraft artillery 4 opens fire at one of the Messerschmitts.



In **phase 5**, the Polish player gets lucky. Planes 2 and 3 manage to hit the bomber twice, which meant that it has been shot down, and the artillery damages a German fighter 4.



In **phase 6**, the Polish player moves the fuel consumption gauge onto the next field 5. The Germans will start round 5.



Will the Poles be able to shoot down a bomber before it reaches Warsaw?

HISTORY OF THE PURSUIT BRIGADE

The defense of the Polish sky in September 1939, including the fierce aerial battles over Warsaw, is undoubtedly one of the most stirring episodes in the history of Polish military aviation. Contrary to Goebbels' propaganda, which some historians quoted even today, the Polish air forces were not destroyed on the ground during the first day of the war. On 1 September, the Luftwaffe discovered only training planes or planes which were unfit to fly on the Polish airfields. The flying planes had already been waiting for a few days on well-camouflaged field airstrips, ready to begin their heroic but – as it turned out – unequal confrontation.

The most valuable asset of Polish aviation before the outbreak of the war were the pilots who had trained at the famous Eagles' School in Dęblin, among other places. Before the war, Polish engineers had developed their own aviation constructions which gained worldwide respect. At that time Poland was one of few countries which exported military planes of its own manufacturing. Although ambitious development plans had been made, Poland – which had been reborn in 1918 after 123 years of partitions and a devastating war with Soviet Russia (1919-1921) – was developing a modern industry from scratch, and in economic terms simply could not afford to keep up with the arms race the German Third Reich had initiated. The Germans possessed not only the most advanced industry in the world, but also had excellent designers. It is enough to say that the ratio of the war budgets of the Polish and German aviation forces was 1:150! Hence, the Polish pilots started fighting equipped with the planes of Polish construction and production, which were regarded as modern in the middle of the 1930s, but in 1939 were less advanced than the Luftwaffe aircraft.



The Badge of the Polish Air Force College in Dęblin

What is more, the old-fashioned Polish war doctrine did not provide for the broad combat use of modern kinds of weaponry such as aviation and armoured divisions. Polish military aviation did not constitute a separate armed force, and was intended to play an auxiliary role to the land forces. Hence, great attention was paid to the so-called accompanying aviation (close-range reconnaissance and cooperation with the Army). It turned out, however, that in the reality of a modern war characterised by a great amount of anti-aircraft artillery and intensive enemy aerial activities, such machines were practically defenseless.

In 1939, the Polish air forces were unprepared for the war, and were still on the verge of implementing the planned changes. The plans for reorganising aviation were developed foreseeing both the replacement of older machines by more modern equipment, and the change of the concept of aviation usage in modern warfare. The plans were to have been implemented by 1942. In 1939, Poland had already had prototypes of modern Polish planes. The temporary solution – upon the launch of the serial production – was to buy the equipment in France and Great Britain (including 170 fighters). But the planes purchased were dispatched too late and they did not reach Poland.

After the annexation of Austria by Germany in March 1938 and Czechoslovakia in March 1939, Hitler's aggressive stance towards Poland intensified. This included a demand to in-

corporate Gdańsk into Germany and to form an ex-territorial communication strip to East Prussia. Due to that situation, the Aviation Staff of the General Staff of the Polish Army developed a new plan for the Polish Air Force in case of war. The Polish Air Force was to be divided into two groups:

- the attached air force, under the direct command of the Commander in Chief, consisting of the Pursuit Brigade and the Bomber Brigade; and
- the Army Air Force, attached to six Armies and one Independent Operational Group.

The Pursuit Brigade was composed of two squadrons of fighters of the 1st Warsaw Flying Regiment from Warsaw. It consisted of the 11th, 12th, 13th and 114th fighter escadrilles. These forces were later supplemented by the 123rd Fighter Escadrille of the 2nd Flying Regiment from Cracow. Thus, there were 53 planes in the Brigade, with 10 old-fashioned PZL P.7a planes among them. A bright fighter pilot, Col. Stefan Pawlikowski, was nominated Commander of the Brigade. His deputy was Col. Leopold Pamuła ("an excellent pilot and an eccentric person" as he was described), and the Chief of Staff was Major Eugeniusz Wyrwicki (thought to be one of the most talented fighter commanders).

The Brigade was given the task of defending the Greater Warsaw area, since it was obvious that Warsaw would be the target of the first enemy attacks. Okęcie Airport, as the most important aviation center in Poland, was also threatened with one of the first German air raids. It was then decided that the Brigade's escadrilles would be located in carefully selected temporary airfields near Warsaw, in Zielonka and Poniatów. Obory, Łajsk, Radzików and Zaborów were named as the substitute airfields.

A monitoring network, consisting of 800 observation and reporting points located concentrically all over the country, was to provide information on enemy aircraft flying over Polish territory.

Major Wyrwicki developed a system for dividing the aerial area around Warsaw into code sectors. The system allowed the Brigade's planes to be quickly directed towards the oncoming enemy. Apart from the Pursuit Brigade, the entire system was supplemented by anti-aircraft artillery on the ground, as well as various kinds of fire brigades, medical services and trained groups of volunteers, including high-school students and scouts.

The Pursuit Brigade was to intercept the enemy planes around Warsaw, and the major facilities of the city were to be defended by appropriately distributed anti-aircraft artillery (a total of 98 cannons and companies of heavy machine guns). In the event of night raids, the anti-aircraft floodlights and the so-called 'acoustic watch' were to be used to locate the enemy planes.

The national mobilization orders for the aviation units, anti-aircraft artillery and emergency units of the Anti-aircraft Defense were issued on 23 August 1939, to come into force on



Badge of the 1st Flying Regiment



24 August. Most of the Polish Air Force units moved from their base airfields to the appointed combat airfields by 27 August.

The first aerial battle of World War II started in the area of the Bug and Narew Rivers on the morning of 1 September 1939. Almost the entire forces of the Pursuit Brigade were then fighting against the German bombing raids escorted by fighters (a total of a few dozen planes). Moreover, the Brigade had to intervene three more times. In the afternoon, a great bombing expedition, in which about 200 Luftwaffe planes participated, rushed off towards Warsaw. The Pursuit Brigade, punctually informed by the monitoring network, took off in its entirety; it was aided by the 152nd Fighter Escadrille of the 'Modlin' Army, over which territory some of the German planes were flying. It was the greatest power that Polish aviation managed to accumulate at one time in the air during the September Campaign, consisting of about 50 fighter planes. After the ferocious Polish attack, the German bombers dropped their bombs in panic onto the fields and returned to East Prussia.

On 2 September, due to heavy overcast and morning mist, the enemy commenced flights towards Warsaw relatively late and no clashes were recorded. In the afternoon, a few enemy planes made their way over Okęcie Airport.

On 3 September, the first clash of fighters in the war took place over Zielonka and Rembertów. 18 planes from the 11th and 112th escadrilles took off against 18 German Messerschmitt Bf-109 and 110 planes. To the surprise of the German pilots, who had been sure of the overwhelming technological superiority of their machines, the Luftwaffe lost 2 planes (1 was damaged) in that battle. Unfortunately, the Poles paid for that success with a loss of 5 planes.

The Brigade started to experience its first logistical problems – the intense activity of the fighters (250 dogfights in three days) led to the exhaustion of fuel reserves, and replacements did not reach the destination points. Many spare parts were lacking, which prevented quick repairs of the planes on the spot. As leaving them on the airfields exposed them to the risk of being discovered, a decision was taken to move the planes to airfields located on the western side of the capital, to Zaborów and Radzików. The Brigade lost 18 planes (34% of the initial number), and the monitoring network became increasingly ineffective as a result of bombardments, sabotage of telephone lines, and the Wehrmacht's advances. The information from the monitoring network was therefore supplemented with information from a temporary monitoring point located on the Prudential, the tallest building in Warsaw.

On 4–6 September, the Brigade took off a total of 110 times, but with a smaller and smaller number of planes; it was incapable of stopping the ever more intensive



Badge of the
152nd Fighter
Escadrille



Fragments of
the first German plane
shot down on 1 September 1939 during the
defense of Warsaw, by Lt. Gabszewicz

Luftwaffe attacks. During this period the Brigade eliminated 27 enemy aircraft from the battle, paying the price of 18 machines (lost) and 9 pilots (killed or wounded).

In the afternoon of 6 September, part of the Brigade supported the 'Poznań' Army in liquidating German planes in the area of Uniejów and Koto.

The lack of replacements for the planes shot down, the serious shortages of fuel and important spare parts (propellers, links for ammunition belts) as well as the mechanical failures of the engines under difficult field conditions reduced the unit's efficiency. In the evening of the 6th, the Brigade was ordered to leave the area of Warsaw. When it moved its base to the vicinity of Lublin, the Brigade had only 18 planes (34% of its original number)!

As of 7 September 1939, Warsaw was not defended from the air, so the city's only means of defense was the anti-aircraft artillery, which on that day had 32 guns. These were too modest a way of guaranteeing the efficient defense of a city of over a million inhabitants against aerial attacks. After 18 September, when the circle around Warsaw was tightly sealed and the Battle of the Bzura, which engaged the German air forces, came to an end, the Luftwaffe intensified its raids on Warsaw. They became increasingly terrorist in nature, destroying residential districts of the city, churches and hospitals. The effect was multiplied by the constant fire of the German artillery.

The assaults reached their apogee on Monday 25 September. The city was continuously bombed from air and ground for over 10 hours. Even transport aircraft participated in the attack, with incendiary bombs being dropped from them by hand. A total of almost 600 tons of bombs was dropped on Warsaw on that day, not counting thousands of artillery shells. The military losses were disproportionate when compared to those of the civilian population. 'Black Monday', as the inhabitants of Warsaw dubbed that day, had a significant impact on the decision to surrender the Polish capital. The capitulation was signed on 28 September.

During the defense of Warsaw in 1939, 2000 soldiers were killed in the city and over 15,000 were wounded. The losses of the civilian population, however, amounted to 10,000 killed and 50,000 wounded. After the capitulation of Warsaw, it was assessed that about

The personnel of the 11th and 112th Fighter Escadrilles (forming the combined III/1 Fighter Squadron) one year before the outbreak of the war. In the photo:

1. Cpt. Pilot Zdzisław Krasnodębski, Commander of the III/1 Squadron
2. Cpt. Pilot Gustaw Sidorowicz, Commander of the 112th Escadrille



4000 buildings (25% of the total number) had been destroyed and over 8000 buildings damaged (50% of the total number).

After 7 September, the remaining part of the Polish fighter forces was concentrated on a few airfields near Lublin in order to reorganize, but these plans were cancelled due to the rapid advance of the Wehrmacht. The Pursuit Brigade received chaotic, often contradictory orders to move to successive airfields, and the lack of a monitoring network, the fuel shortages and the absence of ground services (which could not make their way through roads which were crowded and permanently under fire from the Luftwaffe) made it impossible for the air forces to operate efficiently. At that time, the Polish fighters were mostly carrying out reconnaissance and liaison missions, although there were sporadic dogfights in which 4 German planes and 1 Soviet plane were shot down.

The Polish Command was waiting for the transports of the planes purchased abroad, which had previously been announced. Some pilots were to bring them over from Romanian ports and train on them. The attack on Germany by the Western allies, France and Great Britain – which was expected according to the treaties Poland had signed – was not coming. On 17 September 1939, however, the Red Army invaded Poland from the east, according to a secret agreement signed with Hitler. In this situation, the Pursuit Brigade was given the order to cross the border with Romania and move the rescued planes there, to continue fighting abroad and eventually liberate the Polish homeland.

It is very difficult to precisely determine the losses which the Polish pilots inflicted on the Nazi Luftwaffe. Many original documents have been lost. For many years, there have been controversies among historians concerning this matter. However this is not the most important issue. The Polish fighter pilots were fighting with unprecedented courage and proved their mastery of the art of flying. Deficiencies in equipment and materials, as well as ill-considered tactical decisions, prevented them from playing the role adequate to their courage and bravery. In the coming war years, they showed again and again how much they were worth and what sacrifices they were ready to make.



The Badge of a 1st. Class Pilot



3. Cpt. Pilot Tadeusz Opulski, Commander of the 112th Escadrille
4. Lt. Pilot Wojciech Januszewicz

CPT. PILOT GUSTAW SIDOROWICZ „Gus” (1905–1993)



At the age of 14, he ran away from home to enter the ranks of the Polish Army and take part in the Polish-Bolshevik War, but he was not conscripted because he was too young. He rose to the rank of military pilot in 1933, and from 1934 he served in the 1st Flying Regiment in Warsaw. In September 1939, as a commander of the 111th Fighter Escadrille, he prepared the field airstrip in Zielonka for the Pursuit Brigade.



On 1 September 1939, during his third combat flight, he was shot down during a dogfight over Warsaw. Wounded and burned, he was sent to a Warsaw hospital, from which he ran away in February 1940. He soon began his activities in the Aerial Department of the Home

Army (Armia Krajowa, AK – the Polish Resistance) under the pseudonym 'Sparrow'. In 1942, he was arrested by the Gestapo and sentenced to death. After a spectacular escape from the prison, he moved to the Cracow region where he participated in preparing aerial posts for the Home Army. He took an active part in Operation Bridge – transporting to England machine parts as well as the German plans for the V1 and V2 rockets, obtained by Polish intelligence. In 1945, he was arrested by the NKVD, sentenced and deported to the Ural to work in salt and lead mines. He returned to Poland in 1947, although he was persecuted by the UB (Communist secret police) as a pre-war officer of the Polish Army and a soldier of the Home Army, and so he had difficulties finding a job. He returned to professional flying in 1956 as a pilot of the rescue aviation where he worked until retirement.



Gustaw Sidorowicz on the first aerial battle of World War II

My heart was beating furiously. We asked ourselves: are they going with a fighter escort or not? We approached the Bug and Narew line. Below me, I saw plane formations going towards Warsaw... I have the transmitter turned to 'receive', in the headphones I can hear the rattling of gunfire. The 112th Escadrille had already entered the fight. We have attacked! We were flying in a rather loose formation; the between the sections was about 170-220 yards, to have room for maneuver. The German formations were broken and the individual dogfights started. There was a seething mass so it was difficult to determine who, where, whom and what was happening. The fields beneath us swirled, smoke rose after the bomb explosions. These were Heinkels, which in order to get better maneuverability and speed, dropped their bombs on the fields and started to escape north, striking back at our attacking planes with intense fire from their on-board weapons.



LT. PILOT WOJCIECH JANUSZEWICZ „WOJTEK” (1911–1940)



He wanted to become a teacher. He changed his plans, however, and after graduating from the Infantry Cadet School he applied for service in aviation. In 1935, he became a pilot of reconnaissance and bomber planes, and after completing a course of advanced flying he was appointed to the 111th Fighter Escadrille. After the Germans shot down Captain Sidorowicz, he acted as the escadrille commander through the entire defensive war of 1939.



He was one of the most effective pilots of the Pursuit Brigade. He recorded 3 kills during the defense of Warsaw: two Ju 87 dive bombers and one Bf 110, in a solitary fight against four Messerschmitts. He was shot down on 6 September and was forced to land, although he was not wounded. On 18 September, together with his unit, he crossed the Romanian border

and headed for France by sea. During the French Campaign, he fought as a commander of the Polish V-formation attached to the French Fighter Squadron. After the surrender of France, he reached Great Britain via Tunisia and Gibraltar. He fought in the Battle of Britain within the ranks of 303 Fighter Squadron. He was killed on 5 October 1940 during a solitary dogfight with a Bf 109. Wojciech Januszewicz was decorated with the Virtuti Militari Silver Cross and three times with the Medal of Valour.



Report of an eye-witness of Lt. Januszewicz's solitary fight against four Bf 110s

At one moment, a Polish PZL dashed from the direction of the airfield like a wasp. In the blink of an eye, a small plane literally bit into a dense formation of one of the groups of airplanes. Real hell broke out in the air. All crews of the German planes were shooting. There was a rattle of the PZL machine guns. The shells were raining noisily on dwellings in Zielonka. Holding our breath, we were observing from a roof (ignoring the common sense), the incredible duel of a Polish fighter with a number of enemy machines. It lasted for quite a long time – a few minutes. We suddenly noticed that the Germans ceased firing and, giving up the idea of shooting down the obtrusive fighter, rushed up into the clouds. But not all of them, one remained. I will never forget what happened next. It was a fierce, life or death dogfight. Short bursts from machine guns and cannons and the highest quality combat acrobatics of the Polish fighter were a thrilling but a fascinating show. We had not even had time to notice when the PZL suddenly appeared just behind the plane with black crosses. It did not let go. Like lightning, burst after burst, he was sending rounds into the German plane's fuselage and engine. Black smoke belched from the right engine. The plane, with a long tail of smoke, started towards Struga. It crashed after several kilometers. A tall cloud of black smoke marked the place where it hit the ground.



LT. PILOT WITOLD ŁOKUCIEWSKI „BEAU TOLO” (1917–1990)



He wanted to become a cavalryman but being fascinated with aviation, he entered the Polish Air Force Academy in Dęblin. In 1938, he was allocated to the 112th Fighter Escadrille in which he fought in September 1939. After the struggle ended in Poland, he reached France via Romania and defended the city of Romorantin.



During the Battle of Britain, he fought in the famous 303 Fighter Squadron, shooting down 5 German planes and getting the title of fighter ace. On 13 March 1942, he was shot down over France and taken captive. He made a few unsuccessful escape attempts. After the liberation of the POW camp by the Red Army, he returned to Great Britain. He was the last commander of the 303 Squadron (until 9 December 1946).



In 1947, he returned to Poland but the communist secret police (UB) forced him to work outside aviation. He returned to the military aviation in 1956 and performed various functions, also in command. In 1969, he was appointed a military attaché to the Polish People's

Republic Embassy in London. The Polish pilots who chose emigration after the war treated him with great reserve due to his "service to the communists". He was decorated with, among others, The Virtuti Militari Silver Cross, twice with the Cross of Valor, the British Distinguished Flying Cross and the French Croix de Guerre.

Witold Łokuciewski's report on the attack at Ju 87

On 5 September our section of 3 planes is patrolling the area west of Warsaw. We are flying back and forth from Kampinos to Mszczonów. There is silence in the headphones. The commanding post is silent. We are looking around, trying to spot the enemy. The first half an hour passes. There is no one in the air. We are flying the northern course on the altitude of 9.800 ft. The plane on my left hand side waves its wings and the pilot points to the earth with his hand. I cast a glance and I see 9 planes flying the eastern course on the altitude of 8.200 ft. We turn the planes over and dive.

In a moment, I recognize Ju 87s. They are flying unescorted. Having a huge advantage of altitude and speed, we approach them.

I have the German in my sights. I open fire at a close range.

I finish my attack. I go up, make a turn and again have a German in front of me. They are now close to the suburbs of Warsaw. There is smoke coming out of

one plane but I am not sure whether it is the one I was attacking...



LT. PILOT ALEKSANDER GABSZEWICZ „COUNT SANDY” (1911–1983)



He applied for the service in aviation after having graduated the Infantry Cadets' School and in 1936, he was positioned to the 113th Fighter Escadrille. On 1 September 1939, together with Corporal Pilot Niewiara, he recorded the first victory of the Pursuit Brigade shooting down a He 111. On the same day, in the afternoon, he was shot down and burnt, and saved his life parachuting.



After Poland's defeat, he reached France via Romania where in 1940, he commanded the Polish section attached to a French Fighter Squadron. During the Battle of Britain, he fought in the ranks of No. 607 Squadron RAF. In November 1940, he was allocated to the 303 Fighter

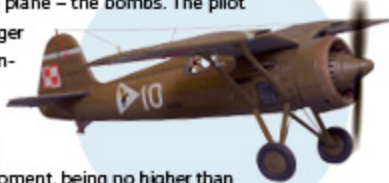


Squadron and in February 1941 to the 316 Fighter Squadron, later becoming its commander. Since 1943, he held high functions in the Polish Air Forces in the West and in 1944, also fought in the USAAF (the 61 Fighter Squadron).

After demobilization of the Polish Air Forces in 1947, he did not return to the country and remained abroad until his death. In 1992, according to his will, his ashes were dispersed in an Independent Poland over Dęblin where he was trained as a pilot, and over Pontatów near Warsaw from where he took off to conduct his first fights. General Brigadier Gabszewicz was decorated, among others, with the *Virtuti Militari* Silver and Gold Cross, four times with the Medal of Valor, and with the British Distinguished Flying Cross. Having 9 confirmed kills during the war he occupies the 8th place among the Polish aces.

Aleksander Gabszewicz's report on the Pursuit Brigade's first victory

A strange spectacle – the streaks of my bullets reached the bomber and hit it. A large spark appears and then dies. I saw many of these fires. Suddenly I see (and it seems to me that I hear) an explosion. The flame and smoke come out from the Kraut's left engine. His plane lags behind the section as a horse halted with reins. Strange things are falling down out of the damaged plane – the bombs. The pilot turns left and goes down. The plane is strangely slow. I no longer have problems with chasing it. The Heinkel's shooter is still defending the plane. Suddenly, he becomes silent. I approach the plane again. The rifle's barrel on the tail is positioned upwards, it is motionless and silent. I see the shooter with his head resting on the right starboard. The Heinkel is losing speed. In the last moment, being no higher than two meters above the ground, it hits a solitary tree with its left wing. Dirt and dust...



LT. PILOT TADEUSZ SAWICZ „RAT” (1914–2011)



He defended Warsaw in the ranks of the 114th Fighter Escadrille.

On 4 September after the Germans shot down the Escadrille's Deputy Commander, Lt. Szalowski, he took over his position. On 14 September 1939, he flew alone from Volhynia to the besieged Warsaw and back with the Supreme Commander's orders.

In late autumn of 1939, he reached France via Romania, Yugoslavia and Italy. He fought in the Polish section attached to the French Fighter Squadron. After the defeat of France, he reached England and took part in the final stages of the Battle of Britain within the ranks of the Polish 303 Squadron. In 1941, he was allocated to the 316 Squadron and in 1942 ap-

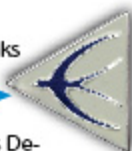
pointed the commander of the 315 Fighter Squadron. In 1944, he was flying in the American Air Forces (the 61 Fighter Squadron of the USAAF).

After demobilization of the Polish Air Forces, he initially settled down in England but then immigrated to Canada. Tadeusz Sawicz, as probably the only allied pilot of World War II fought precisely through its entire course from 1 September 1939 up to 8 May 1945. He was the last living Polish pilot veteran of the Pursuit Brigade and the participant of the Battle of Britain.

General Brigadier Sawicz was decorated with, among others, the Virtuti Militari Silver Cross, four times with the Medal of Valor and with British and American medals. During the defense of Warsaw, he shot down 2 planes.

Tadeusz Sawicz about his first dogfight with Messerschmitts

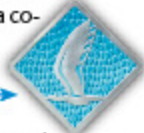
I attacked and fought an Me-109 at an altitude of 9.800 ft. After the strike, the German dived and I accompanied him to the altitude of 3.300 ft, and then he was accompanied to the ground by Lt. Pilot Mierzwa. I noticed that one of our planes was attacked by a Messerschmitt. I was too far to do something. At one moment I noticed that the German fired a burst at our plane from a short distance. The plane was engulfed in flames and the pilot baled out. The German opened fire on the parachuting pilot. I pulled up my plane as far as I safely could and sent a burst in that direction to make him realize that somebody was shooting at him and to leave our pilot alone. He realized it, and flew away...



CORPORAL PILOT HENRYK FLAME (1918–1947)



He entered the army voluntarily. After training in the Regiment's school of pilots and a course of higher pilotage, he was allocated to the 123rd Fighter Escadrille in the 2nd Flying Regiment in Cracow.



On 1 September 1939, his escadrille reported to the airfield of the Pursuit Brigade in Poniatów.

On the same day, as a result of the damages inflicted to his outdated PZL P.7a during a dogfight, he had to make an emergency landing. After the September defeat, he did not manage to get to the West. He was interned in Hungary. Released from the detention camp in result of an intervention of his family, he returned to occupied Poland and started to work as a train operator, getting in touch with the pro-independence conspiracy. After the entrance of the Red Army

in 1945, he – like many of his colleagues from the resistance – came to the conclusion that German occupation was replaced with the Soviet one, and continued a partisan war under the pseudonym of "Bart" ("Bartek"). The units of the National Armed Forces (Narodowe Siły Zbrojne, NSZ – the resistance organisation of Polish nationalists) under his command fought up till 1947 over 240 battles and skirmishes with UB in the Podbeskidzie Region. On 3 May (Polish National Day, abolished by communists) 1946, the NSZ units under his command organized a ceremonial parade in the presence of the units of the Polish communist Army and Citizens' Militia which decided not to intervene. It was an extraordinarily spectacular exploit which the local population respected, and gave him the nickname of the 'King of the Podbeskidzie' and for which he was particularly hated by the communist authorities. They used all possible means to catch the elusive fighter for freedom, including torturing and terrorizing members of his family. Over 100 of his soldiers were assassinated by the UB. After Captain Flame came out of hiding because of the amnesty of 1947, he was murdered by a local militiaman.



Report of Officer Pilot Stanisław Chalupa on Cpr. Flame's fight

Lt. Pilot Kawnik, after his control column was hit by the enemy, was forced to withdraw from the fighting for a while but seeing that the remaining rudders were functioning properly, he decided to return into the swarm. He would have paid for that decision with his life very soon, since when attacked by a Messerschmitt, due to the loss of full maneuverability and a damaged engine, he was simply a defenseless target for the enemy. He was backed, however, by Cpt. Flame concentrating all the fire upon himself and shooting back at the Messerschmitt. In effect they both landed beyond the airfield with damaged planes. On that day, the pilots were sitting until late at night, awaiting information on their absent colleagues, exchanging their flight impressions and drawing conclusions which might be useful the next day...





FIGHTER PLANE PZL P.11c 'THE ELEVEN'

The PZL planes' father was engineer Zygmunt Puławski, the designer of the all-metal P1 fighter plane in which he applied unique solutions of the aerofoil and undercarriage design. They had a specially shaped, so-called gull's aerofoil. In the first half of the 1930s, the PZL fighters were highly respected in the world. On these days, they were modern planes with a great endurance and maneuverability.

The Polish Air Force, introducing the PZL P7 planes into its weaponry in 1932, became the very first armed force in the world equipped with entirely metal fighters. The next in the series was PZL P.11 which had a reconstructed body and wings with the possibility of installing 4 machine guns on their boards and providing a stronger engine. They were the basic Polish aircrafts in September 1939. The last in the series was the PZL P.24, produced for export only (and on a license) to Romania, Bulgaria, Greece and Turkey. It was the first fighter plane in the world armed with 2 cannons. Unfortunately, the introduction of modern fighter planes with a closed canopy and a retractable landing gear (as Messerschmitt Bf 109) by other nations, turned the "Elevens" into outdated equipment; their speed and arms were no longer meeting the demands of the battleground.

In September 1939, the Polish Air Force had over 130 PZL P.11 and 30 absolutely archaic PZL P.7a. Almost all of the planes were equipped with two guns in the plane's body because it turned out that additional guns in the plane's wings shorten the plane's range and limit its maneuverability. Moreover, in September 1939, the PZL P.11s were highly exploited by several years of service.

The sole survivor of P.11c plane is stored in the Aviation Museum in Cracow (photo). The plane has markings of the 121st Fighter Escadrille.

40 MM BOFORS WZ. 36 AND WZ.38 CANNON 'THE ZENITH CANNON'

This gun belonged to the most popular and effective anti-aircraft weapons. Its construction was developed at the turn of the 1930s by the Swedish Bofors company. The Polish Army decided to purchase a license from them in 1935. Production was started in Starachowice, Stalowa Wola and Rzeszów. The Bofors Company did not mass-produce these guns, so Poland was where they were manufactured to meet orders from Great Britain and the Netherlands, among other countries.

The main assets of the cannon were the accuracy and simplicity of servicing which – combined with a high firing rate (40 shots per minute) – made it a very effective weapon against targets at a maximum altitude of 6,500 ft. In September 1939, the Polish Army had about 350 Bofors anti-aircraft cannons.

Apart from these, heavy machine guns were also used in the anti-aircraft defence (destroying targets at up to 2,600 ft), 75-mm anti-aircraft guns of an older type (although they were practically useless in battle) and a small number of 75 mm WZ.36 St modern guns of Polish construction (which destroyed targets at up to 26,000 ft).

The preserved examples of the Polish anti-aircraft guns of September 1939 may be seen in several museums, although they are in various conditions and degree of completeness. The relatively most complete exhibits can be found in Russia. The 40 mm Bofors cannon is preserved in the Museum of the Great Patriotic War 1941-1945 on the Pokhonnaya Gora in Moscow (photo) and probably the sole survivor of 75 mm wz. 36 St cannon can be seen in the Artillery Museum in Saint Petersburg.



MESSERSCHMITT Bf 109

The Bf 109 is undoubtedly the most famous Luftwaffe fighter plane. It was one of the first modern, all-metal, one seat fighters with a retractable undercarriage. It was a model plane for all planes that participated in World War II. The Bf 109 accumulated their first combat experiences during the operations of the German "Condor" Legion in the Spanish Civil War in 1937. In September 1939, the Germans were using the planes of B, C, D and E types which belonged then to the most modern planes in the world. They had an advantage over the Polish PZL planes in all aspects apart from maneuverability. The deficiencies of the Bf 109 included, among others, a cramped cabin with a poor visibility and the in-line engine cooled with fluid which was more prone to damages than the engines of the Polish PZLs. The short range of the plane made it unfit for long-lasting combat operations (in the later stages of the war, the droptanks were used). In 1939, there was a total of over 330 Messerschmitts Bf 109s operating over Poland.

Another Luftwaffe fighter plane used over Poland was the two-engine Messerschmitt Bf 110. It was destined to escort bombers, intercept enemy fighters and carry out assault missions. It was heavily armed (5 machine guns and 2 cannons altogether) but was not highly maneuverable, and had a good combat speed. During fights over Poland, there were about a hundred Bf 110 planes participating.



HEINKEL HE 111

According to the doctrine dominating in the middle of 1930s, it was designed as a fast tactical bomber used for interdiction, airfield attack, and ground support, its high speed for its time allowed it to outrun enemy fighters at times. It was the successor of a passenger plane restructured into a bomber. The first combat experiences of the He 111 were connected with the Spanish Civil War. Over 400 He 111s of various types participated in the September Campaign. The fights over Poland showed that the armor and defensive weaponry of the plane were too weak and the machine was not capable of defending itself alone against fighters. These deficiencies were corrected in later versions of the machine. During the Battle of Britain (July-October 1940), the He 111 was among the most damage-proof planes and for a larger part of the war He 111s were the basic bombers of the Luftwaffe.

During the September Campaign, apart from the He 111, Luftwaffe also used Dornier Do 17 two-engine bomber and reconnaissance planes, Ju 87 Stuka single-engine dive bombers and biplane Henschel Hs 123 planes which proved to be very effective in the battlefield, yet even incidental encounters with the Polish fighters proved that it was relatively easy to shoot them down if they were not escorted by Messerschmitts.

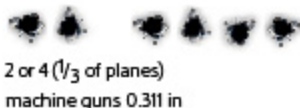
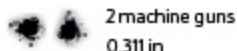


THE AIRCRAFT IN COMPARISON

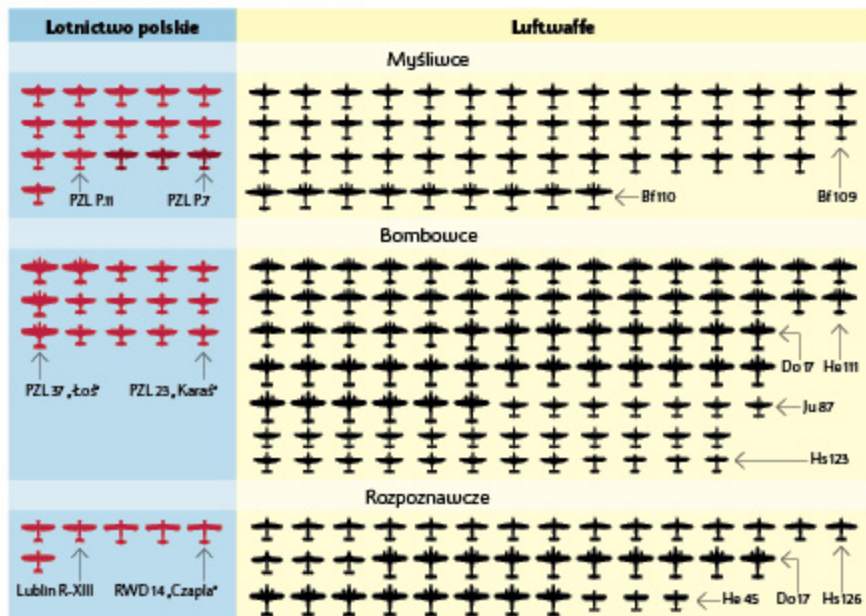
Maximum speed



Armament










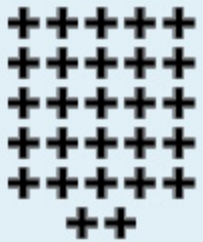







AIR SEPTEMBER IN NUMBERS*



*The figures have been rounded. Each plane silhouette represents 10 aircraft of the type indicated.

THE PURSUIT BRIGADE WAR EFFORT IN SEPTEMBER 1939

Day	Pilots ( = 1 pilot)	Planes ( = 1 plane)
Readiness		
31 VIII	83	53
Warfare 1–17.09.1939		
	losses	
confirmed kills	 killed  wounded	 lost  damaged
Airfields: Zielonka, Poniatów		
1–3.09	 	
Airfields: Zaborów, Radzików		
4–6.09	 	
Lublin region		
7–17 IX	 	

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Available on Amazon and iTunes

A Question of Honor by Lynne Olsen and Stanley Cloud.

Chapter 3: "Poland Will Fight"

Available on Amazon:

The Forgotten Few: The Polish Air Force in World War II by Adam Zamoyski

Chapter 3: "Black September"

The Polish Air Force at War: The Official History Vol.1 1939-1943 by Jerzy B. Cynk
Part I

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PRZYGOTOWANIE DO GRY / PREPARATION TO THE GAME

LUFTWAFFE



LOTNICTWO POLSKIE / POLISH AIR FORCE