

## Canada and The Battle of Britain

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"The Battle of France is over. The Battle of Britain is about to begin. Upon this battle depends the survival of Christian civilization. Upon it depends our British life, and the long continuity of our institutions and our Empire. The whole fury and might of the enemy must very soon be turned on us. Hitler knows that he will have to break us in this island or lose the war. Let us therefore brace ourselves to our duties, and so bear ourselves that, if the British Empire and its Commonwealth last for a thousand years, men will still say, 'This was their finest hour.'"

- WINSTON CHURCHILL, JUNE 18, 1940

**Introduction:** This paper will provide information on the Battle of Britain and the role that Canada and Canadians played in that historic encounter. The Battle is considered to have taken place from 10 July 1940 to 31 October 1940. References have been taken from hard copy and electronic sources and are cited as appropriate.

**The Battle:** By June 18, 1940, the Germans had overrun all of western Europe. France had surrendered and the British had evacuated their remaining troops through Dunkirk in a remarkable cross-Channel withdrawal made possible by fleets of boats and small ships from the UK many of which were manned by civilian volunteers. The RAF was able to provide the control of the air essential to safe passage.

Adolf Hitler believed that the British, defeated on the continent and without European allies, would quickly come to terms and ordered the General Staff to initiate plans for *Operation Sealion*, the invasion of England.

On 11 July, Grand Admiral Erich Raeder, Commander-in-Chief of the *Kriegsmarine*, told Hitler that an invasion could only be contemplated as a last resort, and only then with full air superiority. The German Navy had been badly crippled during the Norwegian Campaign, with many of its ships been sunk or damaged, while the Royal Navy still had over 50 destroyers, 21 cruisers and 8 battleships in the British Home Fleet. There was little the weakened *Kriegsmarine* could do to stop the Royal Navy from intervening. The only alternative was to use the *Luftwaffe's* dive bombers and torpedo bombers, to gain the required air superiority to allow the invasion to proceed effectively.

On 16 July, although he agreed with Raeder, Hitler ordered the preparation of "Directive No. 16; On the Preparation of a Landing Operation against England" which read, in part:

"The English air force must have been beaten down to such an extent morally and in fact that it can no longer muster any power of attack worth mentioning against the German crossing."

The *Luftwaffe* regrouped after the Battle of France into three *Luftflotten* (Air Fleets) (see Annex C) on Britain's southern and northern flanks. *Luftflotte 2*, commanded by

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*Generalfeldmarschall* Albert Kesselring, was responsible for the bombing of southeast England and the London area. *Luftflotte 3*, under *Generalfeldmarschall* Hugo Sperrle, targeted the West Country, Midlands, and northwest England. *Luftflotte 3*, led by *Generaloberst* Hans-Jürgen Stumpff from his headquarters in Norway, targeted the north of England and Scotland. As the battle progressed, command responsibility shifted, with *Luftflotte 3* taking more responsibility for the night-time *Blitz* attacks while the main daylight operations fell upon *Luftflotte 2*'s shoulders.

Initial *Luftwaffe* estimates were that it would take four days to defeat the RAF Fighter Command in southern England. This would be followed by a four-week offensive during which the bombers and long-range fighters would destroy all military installations throughout the country and wreck the British aircraft industry. The campaign was planned to begin with attacks on airfields near the coast, gradually moving inland to attack the ring of sector airfields defending London. Later reassessments gave the *Luftwaffe* five weeks, from 8 August to 15 September, to establish temporary air superiority over England. To achieve this goal, Fighter Command had to be destroyed, either on the ground or in the air, yet the *Luftwaffe* had to be able to preserve its own strength to be able to support the invasion. This meant that the *Luftwaffe* had to maintain a high "kill ratio" over the RAF fighters.

The keystone of the British defence was the complex infrastructure of detection, command and control that ran the battle. This was the "*Dowding System*", named after its chief architect, Air Chief Marshal Sir H.C.T. "Stuffy" Dowding, the leader of RAF Fighter Command. The core of Dowding's system included the use of Radio Direction Finding (RDF, later called radar) which was crucial to the RAF's ability to efficiently intercept incoming German aircraft. He insisted on having the radar operators linked via telephone to Fighter Command control at Bentley Priory.

The British airspace was divided up into four Groups (See Annex C).

- 10 Group defended Wales and the West Country and was commanded by Air Vice-Marshal Sir Quintin Brand.
- 11 Group covered the southeast of England and the critical approaches to London and was commanded by New Zealander Air Vice-Marshal Keith Park.
- 12 Group defended the Midlands and East Anglia and was led by Air Vice-Marshal Trafford Leigh-Mallory.
- 13 Group covered the north of England, Scotland and Northern Ireland and was commanded by Air Vice-Marshal Richard Saul.

The Battle can be roughly divided into four phases:

- 10 July–11 August: *Kanalkampf*, ("the Channel battles");

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- 12 August–23 August: *Adlerangriff* ("Eagle Attack"), the early assault against the coastal airfields;
- 24 August–6 September: the *Luftwaffe* targets the airfields. The critical phase of the battle; and,
- 7 September onwards: the switch to day attacks on British towns and cities.

The *Kanalkampf* comprised a series of running fights over convoys in the English Channel and occasional attacks on the convoys by Stuka dive bombers. These battles off the coast tended to favour the Germans, whose bomber escorts massively outnumbered the convoy patrols. The need for constant patrols over the convoys put a severe strain on RAF pilots and machines, wasting fuel, engine hours and exhausting the pilots. Eventually the number of ship sinkings became so great the British Admiralty cancelled all further convoys through the Channel. However, these early combat encounters provided both sides with experience.

The main attack upon the RAF's defences was code-named *Adlerangriff* ("Eagle Attack"). Poor weather delayed *Adlertag*, ("Eagle Day") until 13 August 1940. On 12 August, the first attempt was made to blind the Dowding system when aircraft from the specialist fighter-bomber unit, *Erprobungsgruppe* 210 attacked four radar stations. Three were briefly taken off the air but were back working within six hours. The raids showed that British radars were difficult to knock out. The failure to mount follow-up attacks allowed the RAF to get the stations back on the air, and the *Luftwaffe* neglected strikes on the supporting infrastructure, such as phone lines and power stations, which could have rendered the radars useless, even if the towers themselves remained intact.

*Adlertag* opened with a series of attacks, led again by *Epro* 210, on coastal airfields used as forward landing grounds for the RAF fighters, as well as 'satellite airfields' (including Manston and Hawkinge). As the week drew on, the airfield attacks moved further inland, and repeated raids were made on the radar chain. *Luftflotte* 5 attacked the north of England. Believing Fighter Command strength to be concentrated in the south, raiding forces from Denmark and Norway ran into unexpectedly strong resistance. Inadequately escorted by Bf 110s, bombers were shot down in large numbers. As a result of the casualties, *Luftflotte* 5 did not appear in strength again in the campaign.

18 August, which had the greatest number of casualties to both sides, has been dubbed "The Hardest Day". Following the grinding battles of 18 August, exhaustion and the weather reduced operations for most of a week, allowing the *Luftwaffe* to review their performance.

The weight of the attack now fell on *Luftflotte* 2, and the bulk of the Bf 109s in *Luftflotte* 3 were transferred to Kesselring's command, reinforcing the fighter bases in the Pas-de-Calais. Stripped of its fighters, *Luftflotte* 3 would concentrate on the night bombing campaign.

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Goering stopped the attacks on the radar chain. These were seen as unsuccessful, and neither the *Reichsmarschall* nor his subordinates realized how vital the Chain Home stations were to the defence.

On 23 August 1940 Goering ordered that RAF airfields be attacked. From 24 August onwards, the battle was a fight between Kesselring's *Luftflotte 2* and Park's 11 Group. The *Luftwaffe* concentrated all their strength on knocking out Fighter Command and made repeated attacks on the airfields. Of the 33 heavy attacks in the following two weeks, 24 were against airfields. The key sector stations were hit repeatedly: Biggin Hill and Hornchurch four times each; Debden and North Weald twice each. Croydon, Gravesend, Rochford, Hawkinge, and Manston were also attacked in strength. Coastal Command's Eastchurch was bombed at least seven times because it was believed to be a Fighter Command aerodrome.

To offset some losses, some 58 Fleet Air Arm fighter pilot volunteers were seconded to RAF squadrons, and a similar number of former Fairey Battle bomber pilots were used. Most replacements from Operational Training Units (OTUs) had as little as nine hours flying time and no gunnery or air-to-air combat training. At this point, the multinational nature of Fighter Command came to the fore. Many squadrons and personnel from the air forces of the Dominions were already attached to the RAF, including top level commanders — Australians, Canadians, New Zealanders, Rhodesians and South Africans. In addition, there were other nationalities represented, including Free French, Belgian and a Jewish pilot from the British mandate of Palestine.

They were bolstered by the arrival of fresh Czechoslovak and Polish squadrons. Dowding, who mistakenly thought non-English speaking aircrew would have trouble working within his control system, had held these back.

The RAF had the advantage of fighting over home territory. Pilots who bailed out of their downed aircraft could be back at their airfields within hours. For *Luftwaffe* aircrews, a bailout over England meant capture, while parachuting into the English Channel often meant drowning or death from exposure. Morale began to suffer, and *Kanalkrankheit* ("Channel sickness") — a form of combat fatigue — began to appear among the German pilots. Their replacement problem was even worse than the British.

In their book, *The Narrow Margin*, initially published in 1961 and reprinted in 2003, historians Derek Wood and Derek Dempster believe that the period from 24 August to 6 September represented a real danger:

*"The position was grim in the extreme as from August 24th to September 6th 295 fighters had been totally destroyed and 171 badly damaged, against a total output of 269 new and repaired Spitfires and Hurricanes. Worst of all, during the fortnight 103 pilots were killed or missing and 128 were wounded, which represented a total wastage of 120 pilots per week out of a fighting strength of just under 1,000. Experienced pilots were like gold dust, and each one lost had to be replaced by an untried man who for some time would be vulnerable,*

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*until he acquired battle know-how. During the whole August no more than 260 fighter pilots were turned out by O.T.U.s and casualties in the same month were just over 300. A full squadron establishment was twenty-six pilots whereas the average in August was sixteen. The command was literally wasting away under Dowding's eyes and there was nothing he could do about it if southern England was to continue as a defended area."<sup>1</sup>*

However, Hitler was becoming impatient with the *Luftwaffe* and he ordered a shift in priorities. On 7 September, a massive series of raids involving nearly four hundred bombers and more than six hundred fighters targeted docks in the East End of London, day and night.

The most damaging aspect to the *Luftwaffe* of the change in targets (to London) was the increase in range. The Bf 109 escorts had a limited fuel capacity, and by the time they arrived had only 10 minutes of flying time before they had to turn for home. This left many raids undefended by fighter escorts.

On 14 September Hitler accepted that an invasion with massive air cover was no longer possible. Instead he opted to try to crush British morale, while maintaining the threat of invasion. On 15 September two massive waves of German attacks were decisively repulsed by the RAF, with every aircraft of 11 Group being used on that day. The total casualties on this critical day were 60 German and 26 RAF aircraft shot down. The German defeat caused Hitler to order the postponement of preparations for the invasion of Britain. Henceforth, in the face of mounting losses in men, aircraft and the lack of adequate replacements, the *Luftwaffe* switched from daylight to night-time bombing.

On 27 September a Junkers Ju 88 returning from a raid on London was shot down in Kent, resulting in the Battle of Graveney Marsh, the last action between British and foreign military forces on British mainland soil, when a short, but heavy, exchange of gunfire took place between the German crew and a detachment of the London Irish Rifles.

On 13 October Hitler again postponed the invasion, and October is regarded as the month regular bombing of Britain ended. It was not until Hitler's Directive 21 was issued on 18 December 1940 that the threat of invasion finally disappeared.

The brunt of the air battle was borne by the Hawker Hurricane and the Supermarine Spitfire. While many of the aircraft and pilot numbers are still debated, it is most probable that at the outset of the Battle, 615 Hurricanes and 324 Spitfires were available. At the end of the battle in October, despite a steady replacement of losses, the strength was 512 Hurricanes and 281 Spitfires. A total of 526 Hurricanes and 389 Spitfires had been lost during the battle. They had accounted for 1733 German aircraft shot down. The RAF's loss of 915 aircraft was far fewer than the 3,058 claimed by the Germans.<sup>2</sup>

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<sup>1</sup> Derek Wood & Derek Dempster, *The Narrow Margin*, McGraw-Hill Book Company, 2003, pp212-213

<sup>2</sup> LGen(Ret'd) William Carr, *The Torch*, Vol 21, No. 3, August 2010

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The Battle of Britain was unique in that it was the first and only time that airpower alone defeated a major threat to a nation's very existence.

The RAF Roll of Honour for the Battle of Britain (See Annex B for Canadians on the Roll) recognises 574 pilots from countries other than the United Kingdom, as flying at least one authorised operational sortie with an eligible unit during the period from 10 July to 31 October 1940, alongside 2,353 British pilots. The numbers differ slightly from the participants engraved on the Battle of Britain London Monument, unveiled on 18 September 2005. Aviators, regardless of nationality, who flew with British units during the Battle are known collectively, after a phrase by Winston Churchill, as "The Few".<sup>3</sup>

**The Canadian Role:** Of the 2,962 allied fighter pilots engaged in the Battle of Britain, 117<sup>4</sup> were Canadian, of whom 23 were killed during the Battle and 30 later in the war. Another 200 Canadian pilots fought with RAF Bomber Command and RAF Coastal Command during the period and approximately 2,000 Canadians served as ground crew.

No. 1 Squadron RCAF (see Annex A), commanded by Squadron Leader E.A. McNab, arrived in Britain soon after Dunkirk with 27 officers and 314 ground staff. This squadron would later be re-numbered as No. 401 "City of Westmount" Squadron RCAF, in line with Article XV of the British Commonwealth Air Training Plan, which numbered Dominion air force units under RAF operational control in the 400-series, to avoid confusion with RAF units.

No. 1 Squadron made an inauspicious start to its service with Fighter Command, when on 24 August 1940 two of its Hurricanes mistook a flight of Bristol Blenheims for Junkers Ju88s, shooting one down with the loss of its crew. However, No. 1 became the first RCAF unit to engage enemy aircraft in battle when it met a formation of German bombers over southern England on 26 August 1940, claiming three kills and four damaged for the loss of one pilot and one aircraft. By mid-October the squadron had claimed 31 enemy aircraft destroyed and 43 probables or damaged for the loss of 16 aircraft and three pilots.

The Squadron lost 3 killed and 10 wounded or injured during the battle.<sup>5</sup>

Other Canadians were spread across RAF squadrons, and on the second day of the Battle, 11 July, Canada suffered its first fighter casualty. In a *Luftwaffe* attack on the Royal Navy Dockyard naval base at Portland Harbour, PO D. A. Hewitt of Saint John, New Brunswick, flying a Hurricane with No. 501 Squadron RAF, attacked a Dornier Do-17 bomber and was hit himself. His aircraft plunged into the sea.

The dispersed Canadian airmen included one who flew with No. 303 (Polish) Squadron. A total of 12 Canadian pilots in the Royal Air Force flew with No. 242 Squadron RAF at various times through the Battle. On August 30, under the command of Squadron Leader Douglas

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<sup>3</sup> [http://en.wikipedia.org/wiki/Battle\\_of\\_Britain\\_Foreign\\_Contribution](http://en.wikipedia.org/wiki/Battle_of_Britain_Foreign_Contribution)

<sup>4</sup> Sources vary on this number and vary from 83 (RAF records) to 117 (RCAF records) with other numbers in between.

<sup>5</sup> <http://www.thecanadianencyclopedia.com/index.cfm?PgNm=TCE&Params=A1ARTA0000992>

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Bader, nine 242 Squadron aircraft met 100 enemy aircraft over Essex. Attacking from above, the squadron claimed 12 victories for no losses.

Canadians also shared in repulsing the *Luftwaffe's* last major daylight attack. On 27 September, 303 Squadron and 1 Squadron RCAF attacked the first wave of enemy bombers. Seven enemy aircraft were claimed destroyed, one probably destroyed and seven damaged.

The top Canadian ace during the Battle was Flt Lt H. C. Upton of No. 43 Squadron RAF, who claimed 10 ¼ aircraft shot down. Other Canadians who took part in the Battle of Britain as recognised by their Battle of Britain campaign medal, notably those listed below<sup>6</sup> went on to generate greater tolls in later campaigns.

Name	Total Victories
W.L. McKnight	19
M.H. Brown	19
R.A. Barton	17
E.F. Charles	16
R.C. Fureton	14
P.S. Turner	14
J.A. Kent	12

On 17 December 1939, agreement was reached on the Empire Air Training Scheme (known later as the Commonwealth Air Training Program). The first training courses began in Canada, Australia and New Zealand. Despite the immense impact this Program would have on the Allied air effort later in the war, it came too late to help Fighter Command during the Battle of Britain.<sup>7</sup>

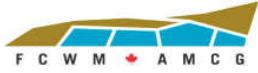
*"The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the World War by their prowess and by their devotion. **Never in the field of human conflict was so much owed by so many to so few.** All our hearts go out to the fighter pilots, whose brilliant actions we see with our own eyes day after day..."*

WINSTON CHURCHILL, 20 August 1940<sup>8</sup>

<sup>6</sup> [http://en.wikipedia.org/wiki/List\\_of\\_World\\_War\\_II\\_aces\\_from\\_Canada](http://en.wikipedia.org/wiki/List_of_World_War_II_aces_from_Canada)

<sup>7</sup> Derek Wood & Derek Dempster, *The Narrow Margin*, McGraw-Hill Book Company, 1961, p.74-75

<sup>8</sup> [http://en.wikipedia.org/wiki/Never\\_was\\_so\\_much\\_owed\\_by\\_so\\_many\\_to\\_so\\_few](http://en.wikipedia.org/wiki/Never_was_so_much_owed_by_so_many_to_so_few)



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### **ANNEXES**

- A. **Battle of Britain History of 401 Squadron**
- B. **The Roll of Honour**
- C. **The Commanders**
- D. **The Aircraft**
- E. **References**



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### ANNEX A

#### BATTLE OF BRITAIN HISTORY OF NO. 401 SQUADRON.<sup>9</sup>

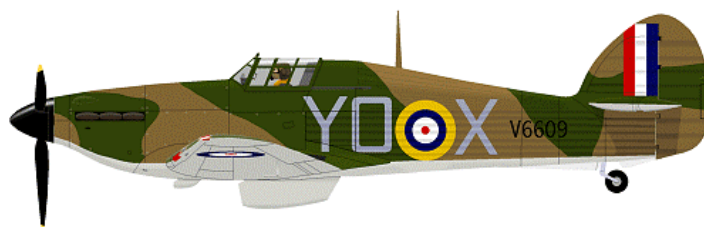
**Aircraft:** Hurricane Mk.1

**Motto:** *Mors celerrima hostibus* - 'Very swift death for the enemy'

**Badge:** A Rocky Mountain sheep's head, caboshed. The Canadian mountain sheep is known for its qualities of great stamina and fighting power.



No 401 Squadron began its existence as No 1 Squadron, Royal Canadian Air Force, a permanent peacetime unit which, augmented by personnel from No 115 Squadron, arrived at its first base in the UK, Middle Wallop on 21 June 1940. It had brought its own Hurricanes from Canada and as these were not fully up to UK standard the squadron was non-operational until mid-August when it moved to Northolt. On its second patrol on 26 August 1940 it met with 25-30 Dorniers and was credited with three destroyed and three damaged in the fight. However three of the Squadron's aircraft were shot down and one pilot killed. Activity became hectic at the end of the month and into September with a fairly high loss rate in aircraft as the squadron battled against the German formations over South London. By 11 October the depleted squadron had moved to Scotland and its only operational activity was coastal patrol work in the Clyde approaches.



*A Hawker Hurricane Mk 1 in 401 Squadron markings*

#### Stations

Middle Wallop 21 June 1940

Croydon July 1940

Northolt Mid-August 1940

Prestwick 11 October 1940

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<sup>9</sup> <http://www.raf.mod.uk/Bob1940/401to601.html>

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### ANNEX B

#### THE ROLL OF HONOUR<sup>10</sup>

'The Few' were 2,353 young men from Great Britain and 574 from overseas, pilots and other aircrew, who are officially recognised as having taken part in the Battle of Britain. Each flew at least one authorised operational sortie with an eligible unit of the Royal Air Force or Fleet Air Arm during the period 10 July to 31 October 1940. 544 lost their lives during the period of the Battle, and these are marked by an asterisk. A further 791 were killed in action or died in the course of their duties before the war's end, which is also noted.

The following is an extract of the Canadians contained in the referenced Roll. This list contains 86 names, further evidence of the confusion surrounding the actual number of Canadians involved (see footnote 4). It is also interesting to note the dispersion of Canadians among many of the RAF Squadrons in addition to No. (RCAF)/401 Squadron.

Name	Initials	Rank	Squadrons	Status
Beake	P.H.	Pilot Officer	64	
Beardmore	E.W.B.	Pilot Officer	1 (RCAF), 401	
Beley	W.G.	Pilot Officer	151	Killed
Benzie	J.	Pilot Officer	242	Killed*
Blatchford	H.P.	Flying Officer	17, 257	Killed
Bon-Seigneur	C.A.	Pilot Officer	257	Killed
Boyle	J.G.	Flying Officer	41	Killed*
Briese		Flying Officer	1(RCAF),401	
Brown	D.P.	Flying Officer	1(RCAF),401	
Brown	M.K.	Pilot Officer	242	Killed
Brown	M.H.	Flight Lieutenant	1 (RCAF)	Killed
Bryson	J.	Pilot Officer	92	Killed*
Campbell	A.R.	Pilot Officer	54	
Campbell	N.N.	Pilot Officer	242	Killed*
Carrier	J.C.	Pilot Officer	219	
Carthew	G.C.T.	Pilot Officer	253, 145	
Charles	E.F.J.	Flying Officer	54	
Chevrier	J.A.	Pilot Officer	1(RCAF)	
Cochrane	A.C.	Pilot Officer	257	Killed
Corbett	V.B.	Flight Lieutenant	1(RCAF),401	
Corbett	G.H.	Pilot Officer	66	Killed*
Cryderman	L.E.	Pilot Officer	242	
Desloges		Flying Officer	1(RCAF),401	

<sup>10</sup> <http://www.raf.mod.uk/Bob1940/roll.html>

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Edmond	N.D.	Pilot Officer	615	Killed*
Edwards	R.L.	Flying Officer	1(RCAF),401	Killed*
Edwards	H.D.	Pilot Officer	92	Killed*
Elger	F.R.C.	Pilot Officer	248	
Elliott	G.J.	Flying Officer	607	
Fletcher	A.W.	Flight Lieutenant	235	
Frizell	C.G.	Pilot Officer	257	
Fumerton	R.C.	Pilot Officer	32	
Gaunce	L.M.	Flight Lieutenant	615	Killed
Gordon	J.A.G.	Squadron Leader	151	Killed
Grassick	R.D.	Pilot Officer	242	
Hamilton	H.R	Flight Lieutenant	85	Killed*
Harnett	T.P.	Flying Officer	219	
Hart	J.S	Flying Officer	602,54	
Hart	N.	Pilot Officer	242	Killed
Hewitt	D.A.	Pilot Officer	501	Killed*
Howley	R.A.	Pilot Officer	141	Killed*
Hyde		Flying Officer	1(RCAF),401	
Johnston	J.T.	Pilot Officer	151	Killed*
Kent	J.A.	Flight Lieutenant	303	
Kerwin	B.V.	Flying Officer	1(RCAF),401	Died
Laricheliere	E.P	Pilot Officer	213	Killed*
Latta	J.B.	Pilot Officer	242	Killed
Lewis	R.G.	Pilot Officer	1(RCAF),401	Killed
Little	T.B.	Flying Officer	1(RCAF),401	Killed
Lochman	P.W.	Flying Officer	1(RCAF),401	Killed
MacGregor	G.R.	Flight Lieutenant	1(RCAF),401	
McKnight	W.L.	Pilot Officer	242	Killed
McNab	E.A.	Squadron Leader	1(RCAF),401,111	
Millar	W.B.N	Flying Officer	1(RCAF),401	
Milne	J.A.	Pilot Officer	605	
Mitchell	H.	Pilot Officer	87	
Molson	H. de M.	Flying Officer	1(RCAF),401	
Nelson	W.H.	Flying Officer	74	
Nesbitt	A.D.	Flying Officer	1(RCAF),401	
Norris	R.D.	Flying Officer	1(RCAF),401	

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O'Brian	P.R. St G.	Flying Officer	247, 152	
Ogilvie	A.K.	Flying Officer	609	
Pattison		Flying Officer	1(RCAF),401	
Peterson	O.J	Flying Officer	1(RCAF),401	Killed*
Pitcher	P.B.	Flying Officer	1(RCAF),401	
Pushman	G.R.	Pilot Officer	23	
Reilley	H.W.	Pilot Officer	64, 66	Killed*
Reyno	E.M.	Flight Lieutenant	1(RCAF),401	
Ricks	L.P.V. J.	Sergeant	235	
Russell	B.D.	Flying Officer	1(RCAF),401	
Sclanders	K.M.	Pilot Officer	242	Killed*
Smith	J.D.	Pilot Officer	73	
Smith	R.R.	Pilot Officer	229	
Smithers	R.	Flying Officer	1(RCAF),401	Killed*
Sprague	H.A.	Pilot Officer	3	
Sprenger		Flying Officer	1(RCAF),401	
Tamblyn	H.N.	Pilot Officer	242, 141	Killed
Trevana		Flying Officer	1(RCAF),401	
Trueman	A.A.G.	Flying Officer	253	Killed*
Turner	R.S.	Flying Officer	242	
Walker	J.A.	Pilot Officer	111	
Walker	J.R.	Pilot Officer	611, 41	Killed
Wallace	C.A.B.	Pilot Officer	3	Killed
Walsh	J.J.	Pilot Officer	615	Died
Watson	F.S.	Pilot Officer	3	Killed
Wilson	R.R.	Pilot Officer	111	Killed*
Yuile	L.	Flying Officer	1(RCAF),401	

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### ANNEX C

#### THE COMMANDERS

This Annex provides a brief description of the principal Commanders on each side during the Battle.

#### Royal Air Force

**Air Chief Marshall Hugh Dowding, GCB, GCVO, CMG:** Commander of RAF Fighter Command during the Battle of Britain.

<b>Place of birth</b>	Moffat, Scotland
<b>Place of death</b>	Royal Tunbridge Wells, England (aged 87)
<b>Service/branch</b>	 Royal Air Force
<b>Years of service</b>	1900–1942
<b>Rank</b>	Air Chief Marshal
<b>Commands held</b>	16 Squadron (1915–1916) RAF Fighter Command (1936–1940)
<b>Battles/wars</b>	First World War Second World War
<b>Awards</b>	<ul style="list-style-type: none"> <li>• Knight Grand Cross of the Order of the Bath</li> <li>• Knight Grand Cross of the Royal Victorian Order Companion of the Order of St Michael and St George</li> <li>• Mention in Despatches</li> </ul>



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**Air Vice Marshall Sir Quintin Brand, KBE, DSO, MC, DFC**: A South African who served as Air Officer Commanding No. 10 (Fighter) Group RAF, responsible for the defence of southwest England and South Wales during the Battle of Britain.

<b>Place of birth</b>	Beaconsfield, Northern Cape, South Africa
<b>Place of death</b>	Umtali, Southern Rhodesia
<b>Service/branch</b>	South African Defence Force Royal Air Force
<b>Years of service</b>	1913–1943
<b>Rank</b>	Air Vice Marshal
<b>Commands held</b>	No. 10 Group No. 56 Squadron No. 44 Squadron No. 151 Squadron No. 112 Squadron
<b>Battles/wars</b>	First World War Second World War
<b>Awards</b>	<ul style="list-style-type: none"> <li>• Knight Commander of the Order of the British Empire</li> <li>• Distinguished Service Order</li> <li>• Military Cross</li> <li>• Distinguished Flying Cross</li> </ul>



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**Air Chief Marshall Sir Keith Park, GCE, KBE, MC and Bar, DFC:** A New Zealander who was in command of No. 11 Group RAF, responsible for the fighter defence of London and southeast England during the Battle of Britain.

<b>Place of birth</b>	Thames, New Zealand
<b>Place of death</b>	Auckland, New Zealand
<b>Service/branch</b>	New Zealand Army British Army Royal Air Force
<b>Years of service</b>	1911 – 1946
<b>Rank</b>	Air Chief Marshal
<b>Commands held</b>	No. 11 Group RAF No. 48 Squadron RAF
<b>Battles/wars</b>	<u>First World War</u> <ul style="list-style-type: none"> <li>• Gallipoli Campaign</li> <li>• Battle of the Somme</li> </ul> <u>Second World War</u> <ul style="list-style-type: none"> <li>• Battle of Britain</li> <li>• Battle of Malta</li> <li>• Pacific Theatre of Operations</li> </ul>
<b>Awards</b>	<ul style="list-style-type: none"> <li>• Knight Grand Cross of the Order of the Bath</li> <li>• Knight Commander of the Order of the British Empire</li> <li>• Military Cross &amp; Bar</li> <li>• Distinguished Flying Cross</li> <li>• Legion of Merit (USA)</li> </ul>




## Canada and The Battle of Britain

### **Air Chief Marshall Trafford Leigh-Mallory, KCB, DSO and Bar:**

Commanded 12 Group responsible for the defence of the Midlands and East Anglia during the Battle of Britain.



<b>Place of birth</b>	Mobberley, Cheshire, England
<b>Place of death</b>	French Alps
<b>Service/branch</b>	 Royal Air Force
<b>Years of service</b>	1914–1944
<b>Rank</b>	Air Chief Marshal
<b>Commands held</b>	Fighter Command
<b>Battles/wars</b>	<u>First World War</u> <ul style="list-style-type: none"> <li>• Second Battle of Ypres</li> <li>• Battle of the Somme</li> </ul> <u>Second World War</u> <ul style="list-style-type: none"> <li>• Battle of Britain</li> <li>• Dieppe Raid</li> <li>• Battle of Normandy</li> </ul>
<b>Awards</b>	<ul style="list-style-type: none"> <li>• Knight Commander of the Order of the Bath</li> <li>• Distinguished Service Order &amp; Bar</li> <li>• Mention in Despatches (3)</li> </ul>




## Canada and The Battle of Britain

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**Air Vice Marshall Richard Saul, CBE, DFC:** Commanded 13 Group responsible for the defence of Northern England, Scotland and Northern Ireland during the Battle of Britain.



<b>Place of birth</b>	Dublin, Ireland
<b>Service/branch</b>	British Army  Royal Air Force
<b>Years of service</b>	1914–1944
<b>Rank</b>	Air Vice Marshal
<b>Battles/wars</b>	First World War Second World War
<b>Awards</b>	<ul style="list-style-type: none"> <li>• Companion of the Order of the Bath</li> <li>• Distinguished Flying Cross</li> <li>• Mention in Despatches</li> </ul>
<b>Other work</b>	United Nations official

## Canada and The Battle of Britain

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### The Luftwaffe

**Reichsmarschall Hermann Goering**: Commander in chief of the Luftwaffe during the Battle of Britain.

<b>Born</b>	January 12, 1893 Rosenheim, Kingdom of Bavaria, German Empire
<b>Died</b>	October 15, 1946 (aged 53) Nuremberg, Germany (Suicide by poison)
<b>Political party</b>	National Socialist German Workers' Party (NSDAP)
<b>Spouse(s)</b>	Carin von Kantznow (1923–1931, deceased) Emmy Sonnemann (1935–1946)



## Canada and The Battle of Britain

**Generalfeldmarschall Albert Kesselring:** Commanded Luftflotte 2, responsible for the bombing of South East England and the London area during the Battle of Britain.



<b>Place of birth</b>	Marktstef, Kingdom of Bavaria, German Empire (1885)
<b>Place of death</b>	Bad Nauheim, West Germany (1960)
<b>Years of service</b>	1904–1945
<b>Commands held</b>	<i>Luftflotte 1</i> <i>Luftflotte 2</i> Army Group C OB South OB West
<b>Battles/wars</b>	First World War <ul style="list-style-type: none"> <li>• Western Front</li> <li>• Eastern Front</li> </ul> Second World War <ul style="list-style-type: none"> <li>• Polish Campaign (1939)</li> <li>• French Campaign (1940)</li> <li>• Battle of Britain (1940)</li> <li>• Operation <i>Barbarossa</i> (1941)</li> <li>• Operation <i>Typhoon</i> (1941)</li> <li>• Siege of Malta (1940–1942)</li> <li>• North African Campaign (1941–1943)</li> <li>• Italian Campaign (1943–1945)</li> <li>• Central Europe Campaign (1945)</li> </ul>
<b>Awards</b>	Knight's Cross with Oak Leaves, Swords and Diamonds

## Canada and The Battle of Britain

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**Generalfeldmarschall Hugo Sperrle:** Commanded Luftflotte 3 with responsibility for targeting the West Country, the Midlands, and Northwest England during the Battle of Britain.

<b>Place of birth</b>	Ludwigsburg, Baden-Württemberg, Germany (1885)
<b>Place of death</b>	Munich, Bavaria, Germany (1953)
<b>Allegiance</b>	 German Empire (to 1918)  Weimar Republic (to 1933)  Nazi Germany
<b>Service/branch</b>	Luftwaffe
<b>Years of service</b>	1903 - 1944
<b>Rank</b>	Generalfeldmarschall
<b>Battles/wars</b>	First World War Second World War
<b>Awards</b>	Knight's Cross of the Iron Cross Spanish Cross



## Canada and The Battle of Britain

**Generaloberst Hans-Jurgen Stumpff:** Commanded Luftflotte 5 with responsibility for attacks on Northern England and Scotland during the Battle of Britain.



<b>Place of birth</b>	Kolberg (1889)
<b>Place of death</b>	Frankfurt am Main (1968)
<b>Allegiance</b>	 German Empire (to 1918)  Weimar Republic (to 1933)  Nazi Germany
<b>Service/branch</b>	Luftwaffe
<b>Rank</b>	Generaloberst
<b>Commands held</b>	Chief of the Luftwaffe General Staff, Luftflotte 5
<b>Battles/wars</b>	First World War Second World War
<b>Awards</b>	Knight's Cross of the Iron Cross

## Canada and The Battle of Britain

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### ANNEX D

#### THE AIRCRAFT

Many types of aircraft participated in the Battle of Britain in a variety of roles. This brief resume will restrict itself to the two or three principal aircraft used by each side.

#### The RAF

##### Hawker Hurricane Mk I

Although largely overshadowed by the Supermarine Spitfire, the aircraft became renowned during the Battle of Britain, accounting for 60% of the RAF's air victories in the battle, and serving in all the major theatres of the Second World War.

First production version, with fabric-covered wings, a wooden two-bladed, fixed-pitch propeller, powered by the 1,030 hp (768 kW) Rolls-Royce Merlin Mk II or III engines and armed with eight .303 in (7.7 mm) Browning machine guns. Produced between 1937 and 1939.

Hurricane Mk I (revised): A revised Hurricane Mk I series built with a de Havilland or Rotol constant speed metal propeller, metal-covered wings, armour and other improvements. In 1939, the RAF had taken on about 500 of this later design to form the backbone of the fighter squadrons.



## Canada and The Battle of Britain

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<b>Role</b>	Fighter
<b>Manufacturer</b>	Hawker Aircraft Gloster Aircraft Company Canadian Car and Foundry Austin Motor Company
<b>First flight</b>	6 November 1935
<b>Introduced</b>	1937
<b>Primary user</b>	Royal Air Force Royal Canadian Air Force
<b>Produced</b>	1937-1944
<b>Number built</b>	14,533

## Canada and The Battle of Britain

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### **Supermarine Spitfire Mk.1**

The British Supermarine Spitfire was the only fighter aircraft of the Second World War to fight in front line service, from the beginnings of the conflict, in September 1939, through to the end in August 1945.



<b>Role</b>	Fighter
<b>Manufacturer</b>	Supermarine
<b>First flight</b>	5 March 1936
<b>Introduction</b>	1938
<b>Retired</b>	1955, RAF
<b>Primary user</b>	Royal Air Force
<b>Produced</b>	1938–1948
<b>Number built</b>	20,351
<b>Variants</b>	Seafire Spiteful



## Canada and The Battle of Britain

### The Luftwaffe Messerschmitt Bf 109E

Due to the Messerschmitt Bf 109's versatility and time in service with both the Luftwaffe and other foreign air forces, numerous variants were produced over the eight years of service with the Luftwaffe and even more were produced by its foreign users.



<b>Role</b>	Fighter
<b>Manufacturer</b>	Bayerische Flugzeugwerke Messerschmitt
<b>Designed by</b>	Willy Messerschmitt, Robert Lusser
<b>First flight</b>	29 May 1935
<b>Introduced</b>	1937
<b>Retired</b>	1945, <i>Luftwaffe</i> 1965, Spanish Air Force
<b>Primary users</b>	<i>Luftwaffe</i> Hungarian Air Force Aeronautica Nazionale Repubblicana Forțele Aeriene Regale ale României
<b>Number built</b>	33,984
<b>Variants</b>	Avia S-99/S-199 Hispano Aviacion Ha 1112

## Canada and The Battle of Britain

### **Messerschmitt Bf110C**

The Battle of Britain revealed the Bf 110's fatal weaknesses as a daylight fighter against single-engine aircraft. A relatively large aircraft, it lacked the agility of the Hurricane and Spitfire and was easily seen. However, it was unique at the time as a long-range bomber escort, and did not have the problems of restricted range that hampered the Bf 109E. Although outclassed, it was still formidable as a high escort for bombers.

<b>Role</b>	Heavy fighter/Ground-attack aircraft/Fighter-bomber/Night fighter
<b>Manufacturer</b>	Bayerische Flugzeugwerke Messerschmitt
<b>Designed by</b>	Willy Messerschmitt
<b>First flight</b>	12 May 1936
<b>Introduced</b>	1937
<b>Retired</b>	1945 ( <i>Luftwaffe</i> )
<b>Primary users</b>	<i>Luftwaffe</i> Hungarian Air Force <i>Regia Aeronautica</i> Romanian Air Force
<b>Number built</b>	6,170



## Canada and The Battle of Britain

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### **Heinkel He 111**

Perhaps the best-recognised German bomber due to the distinctive "greenhouse" nose of later versions, the Heinkel was the most numerous and the primary *Luftwaffe* bomber during the early stages of World War II. It fared well until the Battle of Britain, when its weak defensive armament, relatively low speed, and poor manoeuvrability were exposed. Nevertheless, it proved capable of sustaining heavy damage and remaining airborne.

<b>Role</b>	Medium bomber
<b>Manufacturer</b>	Heinkel Flugzeugwerke
<b>Designed by</b>	Siegfried and Walter Günter
<b>First flight</b>	24 February 1935
<b>Introduced</b>	1935
<b>Retired</b>	1945 ( <i>Luftwaffe</i> )
<b>Primary user</b>	<i>Luftwaffe</i>
<b>Produced</b>	1935 – 1944
<b>Number built</b>	32 V series prototype aircraft 12 civilian airliners 808 pre war aircraft 5,656 aircraft (1939–1945) <b>Total:</b> 6,508.
<b>Variants</b>	CASA 2.111



## Canada and The Battle of Britain

### **Dornier Do 17**

The Dornier was designed with two engines mounted on a "shoulder wing" structure and possessed a twin tail fin configuration. The type was popular among its crews due to its manoeuvrable handling at low altitude, which made the Dornier capable of surprise bombing attacks. Its sleek and thin airframe made it harder to hit than other German bombers, as it presented less of a target.

<b>Role</b>	Light bomber used for anti-shipping and as a strategic bomber a night fighter a glider tug and as a reconnaissance aircraft
<b>Manufacturer</b>	Dornier Flugzeugwerke
<b>Designed by</b>	Claude Dornier
<b>First flight</b>	23 November 1934
<b>Introduced</b>	1937
<b>Retired</b>	15 September 1952 (Finnish Air Force)
<b>Primary users</b>	<i>Luftwaffe</i> Royal Yugoslav Air Force Finnish Air Force Spanish Air Force Bulgarian Air Force
<b>Number built</b>	2,139
<b>Variants</b>	Dornier Do 215



## Canada and The Battle of Britain

### **Junkers Ju 88**

The Junkers Ju 88 was a World War II German *Luftwaffe* twin-engine, multi-role aircraft. Designed by Hugo Junkers' company in the mid-1930s, it suffered from a number of technical problems during the later stages of its development and early operational roles, but became one of the most versatile combat aircraft of the war. Affectionately known as "The Maid of All Work" (a feminine version of "jack of all trades"), the Ju 88 proved to be suited to almost any role. Like a number of other *Luftwaffe* bombers, it was used successfully as a bomber, dive bomber, night fighter, torpedo bomber, reconnaissance aircraft, heavy fighter, and even as a flying bomb during the closing stages of conflict.

<b>Role</b>	Dive bomber/Tactical bomber/Night fighter/Torpedo bomber/Heavy fighter
<b>Manufacturer</b>	Junkers
<b>Designed by</b>	W. H. Evers and Alfred Gassner
<b>First flight</b>	21 December 1936
<b>Introduced</b>	1939
<b>Retired</b>	1951 (France)
<b>Primary user</b>	<i>Luftwaffe</i>
<b>Number built</b>	Circa 15,000
<b>Variants</b>	Junkers Ju 188



## Canada and The Battle of Britain

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### ANNEX E

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## **Canada and The Battle of Britain**

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