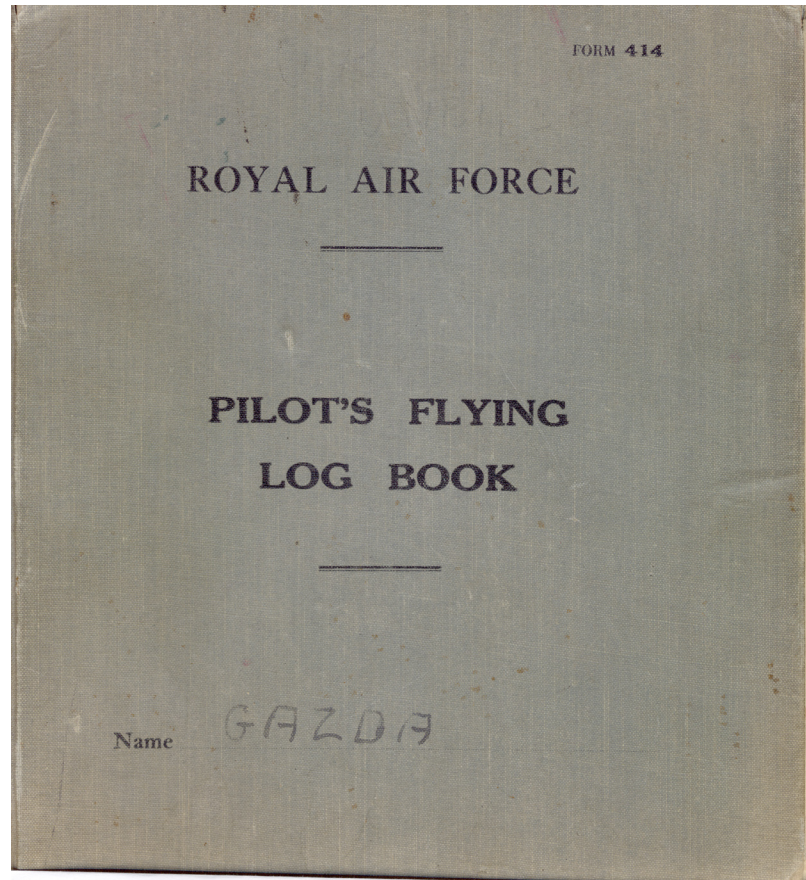


Feliz Gazda R.A.F. Log Book Explained



by Bob Esler
for Diana Dale

Feliks Gazda's Military Service in Poland- 1924 to 1939

The following is from an essay about her father's life by Diana Dale. Some of the dates are from the Polish Flying History entries in his log book.

Feliks Gazda was born in Zakrzów (near Lublin) on May 6, 1903. His parents, Jan Gazda and Aniela Morek, were farmers. Feliks graduated from Teachers' College in the nearby town of Solec nad Wisła and taught primary school at Hrubieszow, about a hundred kilometers southeast of Lublin, near the current border with Ukraine. He began his military career when he was 21 years old.

Sept. 1, 1924 to July 1, 1925:

Gazda entered military service, starting as a student in the Warsaw Cadet Officers' School. He studied in the regular army infantry school. Upon graduation on July 1, 1925 with rank of Officer Cadet/LAC, he was assigned as an instructor to the 34th Infantry Regiment at Biała Podlaska.



July, 1925 to September, 1927:

Shortly afterwards, however, he enlisted in the Air Force and on November 5, 1925 joined the Air Force Officers' School in Dęblin. Towards the end of 1926, he was sent on a 2.5-month training course with the 11th Combat Flight of the 1st Air Force Regiment in Warsaw. During this time, he flew on the Breguet XIX, a light bomber. He returned to the Air Force Officers' School in Dęblin, to complete his aviation training, specializing as an observer.

October 1, 1927 to May 6, 1928:

As a graduate with the rank of Officer Cadet/Sergeant, he was assigned to the 35th Combat Flight of the 3rd Air Force Regiment in Poznań on October 1, 1927. There, he flew Potez XXVII aircraft.

May 21, 1929:

Promoted to the rank of Pilot Officer

April 1, 1929 to September 30, 1929:

A period of pilot training at the Officers' Air Force Training Centre in Dęblin. There he completed the elementary course, and spent the last 30 days in "advanced pilot training".

July 10, 1929 to October 1, 1937:

Gazda served as a fighter pilot in the 3rd Air Force Regiment, fighter division in Poznań. The following eight events occurred during this 8-year period:

October 5, 1929:

He returned to Poznań and served as pilot in the 132nd Fighter Flight, which operated Spad S.61 aircraft.

September 10, 1930:

He took a 3-week fighter course with the 2nd Air Force Regiment in Kraków. He returned to the 132nd Flight upon its completion.

May 1, 1931:

Gazda was promoted to Colonel.

October 10, 1932 to March 25, 1933:

He was the acting commanding officer of the 132nd Flight.

September, 1933:

He was transferred to the 133rd Fighter Flight equipped with PWS-10 planes. He was given the duty of technical officer.

Sept. 2, 1934 to Sept. 15, 1937:

He was appointed commander of the 133rd Flight on September 2, and, from March 13, 1935 was the formal commander of this flight.

January 1, 1936:

Promoted to Captain.

December 29, 1936

Felix Gazda marries Ludomira (Mira) Leja.

October 1, 1937:

Gazda was transferred to the Non-Commissioned Officers' Air Force School for Youth in Bydgoszcz, initially serving as the Commander of a platoon, then later as Commander of one of the School Flights. The school moved to Krosno in 1938.

July 22, 1939:

he was appointed Commanding Officer of the Pilots Squadron of the Non-Commissioned Officers' Air Force School for Youth in Krosno. He retained this rank until the onset of the war.

September 1, 1939:

The Nazis invade Poland from the west. Britain and France declare war on Germany a few days later, beginning World War II. During the early defence of Poland during the war, as their commander, Gazda led his students out of Krosno to the southeast corner of Poland.

September 17, 1939:

The Soviet Union invades Poland from the east. On that day, Gazda crossed the border to Romania. He wrote, "When war broke out, I evacuated the 3rd Division to Rumania, crossing the border at Sniatyn following orders, at 18:00 on the 17th of (September)."

Feliks Gazda's life and military career ended in Poland on that day. A new chapter started that would take him far from Poland.



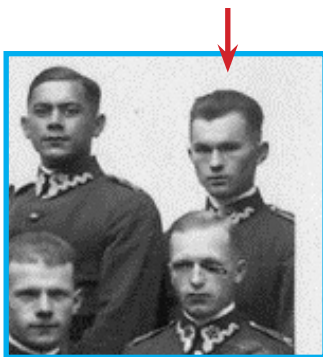
Kpt Gazda as commandant of flying school c. 1936



Flying School Photos

Left: Flying school photo with Gazda the farthest to the left.

Below: Flying school pilots relaxing over a drink with Gazda sitting on the right



Graduating from flying school in 1929. (Gazda is directly under the arrow)

December 29, 1936

The wedding of Ludomira Leja and Feliks Gazda



Above: Photos from before and after the wedding.
Left: Mira Gazda.

A Record of Aircraft Flown

AIRCRAFT	ENGINE
SPAD 51,61	Loren 450.
AVIA.	Jupiter.
PHS.10	Loren 450
P7.	Pegeass
P11.	- " -
MORAN 406	Hispano
Caudron Cyclon	-
30 TYPE AIRCRAFT	
SCHOOL: -	
T. Moth	4.05
Hector	8.10
Magister	3.35
Master	5.10
Oxford	3.50
Blenheim	53.05
Hurricane	136.05
Tomahawk	12.05
Kittyhawk	7.25
Spitff.	
Mustang.	
Baltimor.	
Beaufight.	

Poland

Spad 51, Spad 61
Avia
PHS-10
PZL P7
PZL P11
and 30 other types, including
the Pregeluet 19, and Potez 27

France

Caudron Cyclone
Moran Saulnier 406

England, 1940-41

Tiger Moth- 4:05 hours
Hawker Hector- 8:10 hours
Magister- 3:55 hours
Master- 5:10 hours
Oxford Twin- 3:50 hours
Bristol Blenheim Twin- 53:05 hours
Hawker Hurricane- 136:05 hours
Curtiss Tomahawk- 12:05 hours
Curtiss Kittyhawk- 7:25 hours

Flown after 1941:
Supermarine Spitfire
North American Mustang
Martin Baltimore
Bristol Beaufighter

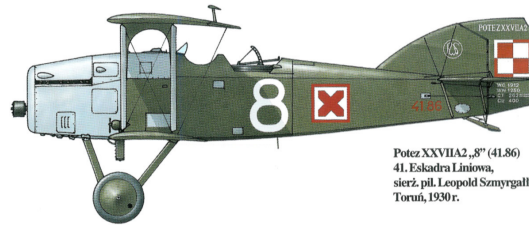
Gazda flew additional hours in the Blenheim, Kittyhawk and Baltimore in 1942 and 1943 in Africa. He also served as the 2nd pilot on several Wellington flights in North Africa. He also had 6 hours dual in a DC-3.

Aircraft Flown in Poland and France



Breguet 19 (XIX) (1926)

Role: Light bomber/reconnaissance
Crew: 2
First flight: March 1922 (Poland)
Length: 9.61 m (31 ft 6 in)
Wingspan: 14.83 m (48 ft 8 in)
Empty weight: 1,387 kg (3,058 lb)
Max takeoff wt: 2,500 kg (5,512 lb)
Powerplant: 450 hp
Maximum speed: 214 km/h (133 mph)
Range: 800 km (497 mi)



Potez XXVIA2 „8” (41.86)
41. Eskadra Linkowa,
sierż. pil. Leopold Szmygallo,
Toruń, 1930 r.

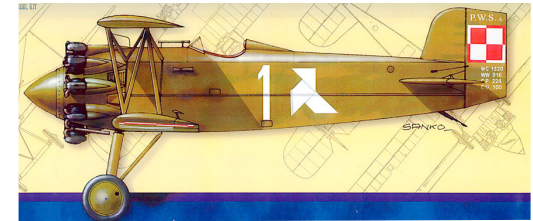
Potez 27 (1927)

Role: Reconnaissance/bomber
Produced: 1923-1926 (Poland)
Crew: 2
Length: 8.7 m (28.5 ft)
Wingspan: 12.68 m (41.6 ft)
Empty weight: 1,487 kg (3,278 lb)
Loaded weight: 1,950 kg (4,299 lb)
Powerplant: 415 hp
Max. speed: 202 km/h (125 mph)
Range: 510 km (317 mi)



Spad S.61 (1929)

Role: Fighter
First flight: 6 November 1923 (Poland)
Crew: one pilot
Length: 6.98 m (22 ft 11 in)
Wingspan: 9.57 m (31 ft 5 in)
Empty weight: 1,055 kg (2,326 lb)
Gross weight: 1,565 kg (3,450 lb)
Powerplant: 450 hp
Max. speed: 227 km/h (141 mph)
Range: 603.5 km (375 miles)



PWS-A (Avia BH-33E) (1930)

Role: Fighter
Crew: 1
First flight: 21 October 1927 (Poland)
Length: 7.04 m (23 ft 1 in)
Wingspan: 8.90 m (29 ft 2 in)
Empty weight: 830 kg (830 lb)
Take-off weight: 1253 kg (2762 lb)
Engine: 600 hp
Max. speed: 285 km/h (177 mph)

Aircraft Flown in Poland and France



PWS-10 nr boc. 6,
132. Eskadra Myśliwska,
3. Pułk Lotniczy, 1933 r.
Późniejsza wersja godła
poznański kruk.

PWS-10 (1932)

Role	Fighter
Crew:	1
Produced	1931-1932 (Poland)
Length:	7.7 m (25 ft)
Wingspan:	10.5 m (33 ft)
Empty weight:	1113 kg (2448.6 lb)
Loaded weight:	1500 kg (3300 lb)
Powerplant:	478 hp
Maximum speed:	240 km/h (148.8 mph)
Cruise speed:	215 km/h (133.3 mph)
Range:	520 km (322 mi)



Caudron C.714 Cyclone (1940)

Role	Fighter
Produced:	1939-1940 (France)
Crew:	1
Length:	8.63 m (28 ft 4 in)
Wingspan:	8.97 m (29 ft 5 in)
Empty weight:	1,395 kg (3,075 lb)
Loaded weight:	1,880 kg (4,145 lb)
Powerplant:	500 hp
Maximum speed:	460 km/h (286 mph)
Range:	900 km (559 mi)



PZL P.11 (1934)

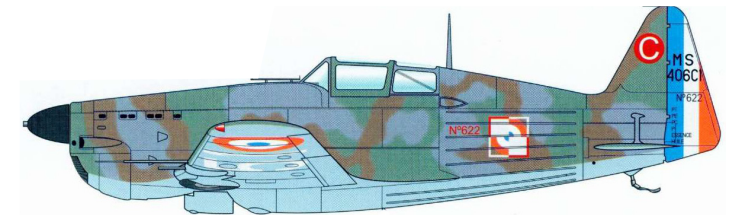
Role	Fighter
First flight:	August 1931 (Poland)
Crew:	1
Length:	7.55 m (24 ft 9 in)
Wingspan:	10.72 m (35 ft 2 in)
Empty weight:	1,147 kg (2,529 lb)
Max takeoff wt:	1,800 kg (3,968 lb)
Powerplant:	497-645 hp
Maximum speed:	390 km/h (242 mph)
Range:	700 km (435 mi)



PZL P-7a, 151 Eskadra Myśliwska,
SGO Narew, wrzesień 1939
Pilot: por. J. Brzeziński

PZL P.7 (1933)

Role	Fighter
Produced:	1932-1933 (Poland)
Crew:	1
Length:	6.98 m (22 ft 11 in)
Wingspan:	10.57 m (34 ft 8 in)
Empty weight:	1,090 kg (2,400 lb)
Loaded weight:	1,476 kg (3,254 lb)
Powerplant:	520 hp
Maximum speed:	327 km/h (203 mph)
Cruise speed:	285 km/h
Range:	600 km (370 mi)



Morane-Saulnier M.S.406 (1940)

Role	Fighter
Introduction	1938 (France)
Crew:	1
Length:	26.77 ft (8.16 m)
Width:	34.78 ft (10.60 m)
Weight (Empty):	4,189 lb (1,900 kg)
Weight (Max):	5,445 lb (2,470 kg)
Powerplant:	860 hp.
Maximum Speed:	301 mph (485kmh)
Range:	497 miles (800 km)

The Polish Air Force: Professionalism and Rigorous Training

F/Lt Gazda received much of his pilot training at the Polish Air Force school in Dęblin. The article below describes the kind of training young pilots received at the school, which was, at the time, considered one of the best in the world:

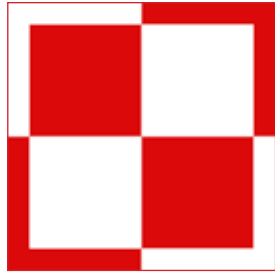
The history of the Polish Air Force starts soon after the end of WWI in 1918. At the beginning of its existence the Polish Air Force suffered from low discipline, showmanship, a tendency to overindulge in drinking parties and, above all, from a lack of professional training.

Matters improved tremendously in 1926 after the appointment of a very talented officer and a great organizer Major Ludomił Rayski whose relentless efforts brought fruit very quickly.

To maintain a high level of training in the Air Force in 1925 a Military Flying School was established in Grudziadz and later on moved to Dęblin in 1928. This was supplemented with another flying school at Radom, a junior training school at Warsaw and a ground training school at Krosno.

Major Rayski changed the uniform of the air force from standard military khaki to steel blue, with its own insignia and eagle cap-badge. The pilots were given black leather flying outfits, uniforms and evening wear, including dark blue trousers with a black stripe and airman's dagger.

Rayski also obtained a separate flag for the air force, incorporating a red and white checkered pattern. All these measures created a sense of cohesion among the next generation of airmen and turned them into a professional elite. This was reinforced by the reforms of 1933, which gave them extra pay for flying and raised them financially above the norm in the armed forces.



Additionally, for many young Poles from various social backgrounds the aeroplane represented technological progress and modernity and so the new air force had always more volunteers that it could possibly take. This situation provided the air force with an opportunity to recruit only the best and able young men from all levels of society into its ranks. For example there were 6000 applicants at the Dęblin officers flying school for 100 available places in 1935.

The most decisive aspect of Polish air force was the quality of the training provided to its pilots who had to have excellent eyesight, reflexes, fitness and be without any physical defect. Every applicant had to spend his first three months attached to an infantry unit where training conditions were very tough. Only after completing infantry training could the officer-cadet go to the flying school.

Flying instructions were very exhaustive. They included theory, mechanics and navigation to move later on to gliding and ballooning. The cadet could only get into the cockpit of a plane once he had a really good knowledge of the principles of aerodynamics. Then the cadets were to master flying a variety of planes. Many of these planes were very old, difficult to fly and had a tendency to malfunction. The young pilots had to be ready to handle themselves in all sort of extreme situations.

This encouraged constant alertness, improvisation and Initiative. Because of this, the Polish flying school was considered to be one of the best flying schools in the world. Graduates of the Dęblin School either became officers in the reserve, in which case they had to put in a certain amount of flying every year, or they remained in the air force as regular officers.

From Poland to France: September–November, 1939

September 1, 1939:

The Nazis invade Poland from the west. Britain and France declare war on Germany a few days later, beginning World War II. During the early defence of Poland during the war, as their commander, Gazda led his students out of Krosno to the southeast corner of Poland.

September 17, 1939:

The Soviet Union invades Poland from the east. On that day, Gazda crossed the border to Romania. He wrote, "When war broke out, I evacuated the 3rd Division to Rumania, crossing the border at Sniatyn following orders, at 18:00 on the 17th of (September)." After crossing the border, he was interred in a prison camp at Slatina with part of his first year pilots from the school he commanded. He became the Polish commander of the camp.

October 1, 1939 to November 5, 1939:

Gazda escapes from the prison camp on October 1 and makes his way to the Black Sea coast, a distance of about 320km (200 miles).

November 5, 1939:

Gazda departs from the Rumanian port of Balcic (now Balchik, Bulgaria). He likely sailed on at least two ships—one from Balcic to Malta, then on the "Patria" from Malta to Marseilles, arriving in France on November 12, 1939.

Escape To France on the Patria

The route taken from the Flying School in Krosno to Balcic on the Black Sea, then to France by ship.



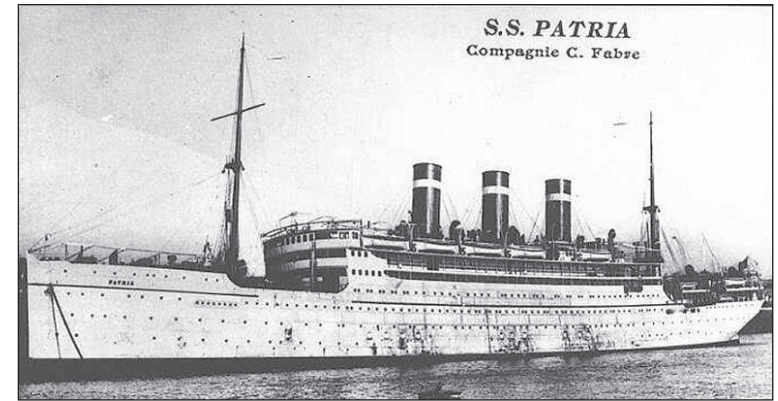
The S.S. Patria carried Felix Gazda and many other Polish soldiers to Marseilles in November, 1939. The Patria started her maiden voyage on 16th April, 1914, sailing from Marseilles to Naples, Palermo and New York. She was on the North Atlantic service for much of WWI, and made her last trans-Atlantic voyage in April, 1931. In January, 1932, she was leased for eight years to Messageries Maritimes for use on their Marseilles - Eastern Mediterranean services. In June, 1940, she laid up at Haifa following the surrender of France. In November, 1940, the Patria entered service under British control.

The Patria was sunk by a bomb on 25 November 1940, planted by the Haganah, a Jewish paramilitary organization, in the port of Haifa, killing 267 people and injuring 172.

At the time of the sinking, the Patria was carrying about 1,800 Jewish refugees from Nazi-occupied Europe whom the British authorities were deporting from Mandatory Palestine to the Indian Ocean island of Mauritius because they lacked entry permits. Zionist organizations opposed the deportation, and the underground paramilitary Haganah group planted a bomb intended to disable the ship to prevent it from leaving Haifa.

The Haganah claims to have miscalculated the effects of the explosion. The bomb blew the steel frame off one full side of the ship and the ship sank in less than 16 minutes, trapping hundreds in the hold. The British allowed the survivors to remain in Palestine on humanitarian grounds. Who was responsible and the true reason why the Patria sank remained controversial mysteries until 1957, when Munya Mardor, the person who planted the bomb, published a book about his experiences.

The Haganah later became the core of the Israel Defense Forces (IDF), the military forces of the State of Israel.



S.S. Patria

Owner: Fabre Line
 Port of registry: Marseilles, France
 Launched: 11 November 1913
 Out of service; 25 November 1940 (sunk by sabotage)
 Type: ocean liner
 Tonnage: 11,885 tons
 Length: 487.2 ft (148.5 m)
 Beam: 59.2 ft (18.0 m)
 Draught: 40.1 ft (12.2 m)
 Installed power: 900 HP
 Propulsion: twin screws powered by two triple expansion steam engines fed by nine boilers.
 Speed: 15 knots (28 km/h; 17 mph)
 Three funnels, two masts
 Capacity: (Liner service): 675 passengers including 150 First class & 300 Second class (Emigrant service): 2,240 passengers of which 140 First class, 250 Second class and 1,850 Third class
 Crew: 130

Polish Air Force in France

Once in France, the men were sent to a receiving point which had been set up by the Polish Aviation Command on October 30. From there, they went to Lyon, France, followed by training at the Polish camp at Lyon-Bron Air Base which started in late November, 1939.

A few Polish pilots were selected for the first Polish squadron formed as part of the French Air Force (Armée de l'Air). Those with more flying experience were instead posted to the Fighter Training Squadron, a unit of the Polish Air Force that operated out of Lyon-Mions Airfield beginning in March 1940.

By April 12, 1940, 59 pilots were undergoing training with the Fighter Training Squadron. They trained in French aircraft- the M.S. 406, which was easy to fly and dependable and the Caudron C.R.714, a plywood constructed aircraft that was lightly armed, and had poor performance.

The Battle of France in 1940 was a frustrating time for the Polish Air Force. The French utilized less than 10 per cent of the available Polish personnel, with only about 190 Polish pilots seeing action. Some of these pilots did not join their units until late June and may not have flown in combat at all. One historian estimated that only about 140 Polish pilots flew at one time. Their failure to use the experienced Polish pilots at their disposal was undoubtedly just one of many reasons why France, a more industrialized country with a much stronger air force than Poland, held out for just 38 days against the German invasion— only three days longer than did Poland.

Allies: 144 divisions

3,300,000 troops
13,974 guns
3,383 tanks
2,935 aircraft

Losses:

360,000 dead or wounded,
1,900,000 captured
2,233 aircraft destroyed

Germany: 141 divisions

3,350,000 troops
7,378 guns
2,445 tanks
5,638 aircraft

Losses:

157,621 dead/wounded (Germany)
6,029 dead /wounded (Italy)
1,876 aircraft destroyed
795 tanks destroyed

Gazda's Service in France, 1940

November 26, 1939:

Gazda was appointed to the Air Force Training Centre in Lyon.

March 15 to June 17, 1940:

He was the Deputy Chief of Pilotage at the Centre, where he took part in the re-training of Polish pilots in the use of French equipment for the attacks on German forces in Western Europe. Their aircraft: Moran Sauliner MS-406s.

June 17, 1940:

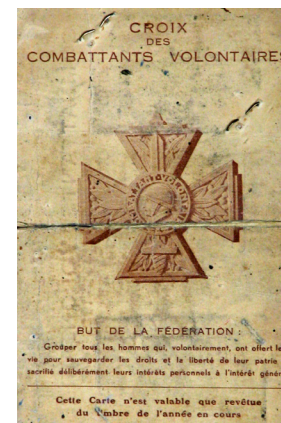
After the French had proposed capitulating, Feliks Gazda, together with F/Lt Mieczysław Wiorcikiewicz, Commander of the Polish squadron and F/O Stanisław Zielinski, flew the squadron planes to Perpignan, France. There they joined up with a group under F/Lt Tadeusz Rolski.

June 23, 1940:

Gazda flew from Perpignan to Oran, Algeria, on a passenger transport Caudron Goeland piloted by W/O Stanisław Płonczyński. Then, he travelled by rail to Casablanca via Rabat. From Casablanca he got on a ship on July 2, 1940, which took two weeks to reach Blackpool, England via Gibraltar.



Caudron Goeland French light transport, 6 passengers, gross weight: 3,500 kg (7,716 lb), 2 Renault 220 hp engines, 300 km/h (186 mph) max. speed, Range 1,000 km (620 miles)



Above: Gazda's ID card issued by the FNCV, a French association that honors those from other countries who volunteered to help the French during wartime.

Left: The reverse side of the card. The "Cross of the Combat Volunteers is shown. The text below the cross says, "Goal of the federation: to represent all the men who voluntarily offered their life to safeguard the rights and the freedom of France and deliberately sacrificed their personal interest to the general interest."



A photo of Gazda used on the ID card. His pilot wings and combat ribbons are pinned to his uniform.

Gazda Service Record 1929 to 1941

RECORD OF SERVICE					
UNIT	DATES		UNIT	DATES	
	FROM	TO		FROM	TO
GLIDING SCHOOL	6.11.1929	10.11.29			
OBSERVER SCHOOL Deblin	5.11.1925	1927.			
35 ESK. POZNAŃ	1.10.1927	6.11.29.			
FIGHTER SQUADRON POZNAŃ	10.VIII.1929	1.10.1937			
FLYING SCHOOL KROSNO	1.10.1937	1.3.1939.			
FRANCE LYON.	2.2.1940	16.6.1940			
Blackpool, White Waltham and Old Sarum.					
		- 15.10.40	16.10.40	- 9.11.40.	
	Kemble. 9.11.40.		- 19.1.41.		
	White Waltham. 2.1.1941		- 24.4.1941.		
	TAKORADI 1.5.1941		- 2.12.1941.		
	Go				

TOTAL FLYING IN POLAND	2000 HRS
- " - - FRANCE	20 HRS
SINGLE ENGINE	2020.
MULTI ENGINE	Y. NO.
NIGHT FLYING.	Y. NO.
<i>Gazda F/L</i>	

Record of service, 1929 to 1941

(all estimated flying times are in single engine aircraft)

Poland (estimated 2000 hours)

Nov 5, 1925 to 1927: Observer School, Deblin

October 1, 1927, to May 6, 1929: 35 Esk Poznan

April 6, 1929 to July 10, 1929: Gliding School

July 10, 1929 to October 1, 1937: Fighter Sqdn Poznan

October 1, 1937 to September 1, 1939: Flying School Bydgoszcz (school moved to Krosno in 1938).

France (estimated 20 hours)

February 2, 1940, to June 16, 1940: Lyon air base

England

October 15, 1940: Arrived in Blackpool from Algeria

October 16, 1940 to Nov 7, 1940: White Waltham airfield

November 9, 1940: Old Sarum airfield

November 9, 1940, to January 19, 1941: Kemble airfield

January 21, 1941, to April 24, 1941: White Waltham

Africa

June 6, 1941, to December 2, 1941:

Takoradi, Gold Coast (Aircraft Delivery Unit-Takoradi)

This is where the record on this page ends.

Gazda's log book shows this additional service:

February 19, 1942, to May 5, 1942:

Gambut, Libya (112 Fighter Squadron)

August 1942 to August, 1943:

Takoradi, Gold Coast (Aircraft Delivery Unit ME)

November 1943 to November 1944:

Oujda, Morocco (No. 3 Aircraft Delivery Unit)

On to England

With the fall of Paris imminent, the Polish Air Force Command abandoned the capital city. On June 18, General Sikorski gave orders for the evacuation of all Polish Air Force personnel to England. Most of the Polish personnel left France through the Mediterranean ports of Port Vendres and Argeles in extreme southern France near the Spanish border. They went to North Africa, then Gibraltar on the way to England. Others evacuated on Polish ocean liners from ports on the Atlantic coast, including Saint-Jean-de-Luz just south of Bayonne.

Some 8,400 Polish airmen were evacuated to the United Kingdom, which they now called Wyspa Ostatniej Nadziei or "The Island of Last Hope."

The British required these experienced Polish pilots to undergo RAF basic training before they put them into combat. Feliks Gazda was no exception. After arriving in England in mid-July, 1940, it was not until mid-October before his turn began.

RAF Basic Training Begins

Gazda's log book shows a typical progression in training, dual flights, then solo take-off and landing, followed by aerobatics, formation flying and cross-country flying.

Since Gazda was an experienced fighter pilot, this basic training regime must have seemed rather ridiculous, but the RAF had a way of doing things by the book. One major adjustment must have been transitioning from a metric world to the British system of measuring speed, distance, fuel capacity. The British also had their quirky way of building cockpit controls and instrument panels, rather different than those of Polish and French aircraft Gazda was familiar with.

Gazda spent all of October and the first week on November training on the two basic airplanes, the Tiger Moth and the Hawker Hector. In December, he moved on to more complex aircraft.

October, 1940

RAF pilot training at White Waltham Airfield

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE A			
MONTH	DATE	Type	No.				DUAL (1)	PILOT (2)	DI (3)	
--- TOTALS BROUGHT FORWARD										
Octob.										
- "	16	Tiger Moth		F/O MARTINDALE	---	dual	20'	-		
- "	16	- " -		SELF	---	Experience on type.	÷	1:00		
- "	16	- " -	9399	SELF	---		-	10'		
- "	17	HECTOR	9691	F/O MARTINDALE	---	dual	35'	÷		
- "	17	- " -	-	-	---		÷	÷		
- "	17	- " -	9691	Plasinezaine	---	dual	40'	÷		
- "	17	- " -	8112	SELF	---	landings.	÷	45'		
- "	19	- " -	8112	- " -	---	MAP READING	÷	45'		
- "	19	T. Moth.	9497	- " -	---	AEROBATICS.	÷	30'		
- "	20	HECTOR	8096	- " -	---	MAP READING	÷	30'		
- "	21	HECTOR	8096	SELF	---	LOCAL FLYING PRACTICE	-	40'		
- "	24	T. Moth	9497	SELF	---	FORMATION	-	30'		
- "	25	HECTOR	8096	SELF	---	LOCAL FLYING PRACTICE	-	30'		
- "	28	- " -	8096	SELF	---	FORMATION	-	20'		
- "	28	- " -	8112	SELF	---	FORMATION.	-	30'		
- "	28	T Moth	9497	F/O MARTINDALE	SELF		20'	1:00		
- "	29	HECTOR	8096	SELF	---	CROSS COUNTRY		65'		
- "	29	- " -	- " -	SELF	---	FORMATION		30'		
Summary for 16.10-29.10.1940 Unit 1590c Aircraft Date 1.11.40. Types Signature <i>Gazda</i>							1. T. MOTH			
							2. HECTOR.			
							3. _____			
							4. _____			
GRAND TOTAL [Cols. (1) to (10)] 9 Hrs. 45' Mins.							TOTALS CARRIED FORWARD 40' 2:15" 2:15' 5:35"			
							1:55	7:50		

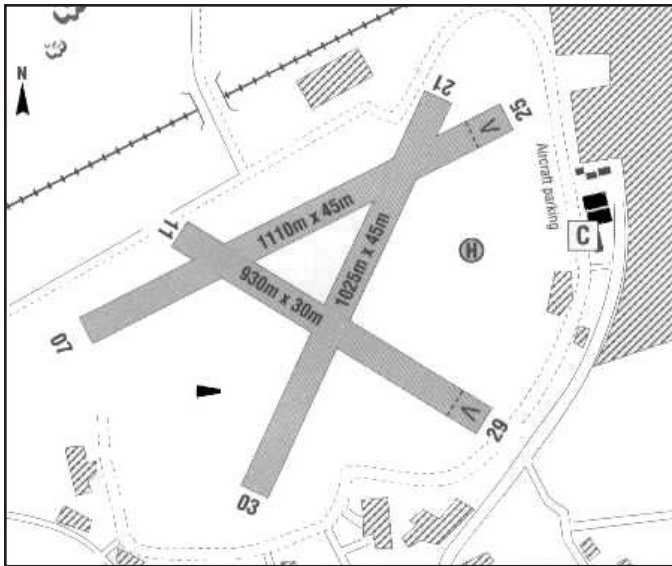
Hours at the end of Oct:

Tiger Moth: 40 dual, 2:15 solo

Hector: 1:15 dual, 5:35 solo

White Waltham Airfield

White Waltham Airfield was built in 1928 by the de Havilland family and is still in use. Just west of London in the Berkshire countryside, it is the largest grass airfield in Britain.



Kemble Airfield

RAF Kemble was located in east Gloucestershire, England, 93 miles (150 km) west northwest of London, near the city of Cirencester. It was built in 1936 by the RAF which used it until 1993. Over the years the main runway was lengthened to 1,973m to accommodate military jets. The airport was sold to civilian interests in 2001 and was renamed Cotswold Airport.



The airport is now configured to have one long, paved runway, and a much shorter parallel grass runway. From the photo, it appears the airfield once had another main runway running northwest to southeast, which is now used as a taxiway and parking area. The former military parking points on the southwest are also no longer in use. There may have been a third main runway during the war years as most airports built in the 1930s and 1940s had three runways configured much like those at White Waltham. That way, the lightly-powered slow speed training aircraft could safely land into the wind with very little effects from a crosswind no matter which direction the wind was coming from. Today's jets land at such a high speed that even stiff crosswinds can be easily overcome.



White Waltham is currently owned by the West London Aero Club and is still used to train pilots. The building shown in the photo was built before WWII and looks very much like it did during the war.

De Havilland Tiger Moth- 1940

The Tiger Moth became the foremost primary trainer throughout the Commonwealth and elsewhere. It was the principal type where thousands of military pilots got their first taste of flight in this robust little machine. The RAF found the Tiger Moth's handling ideal for training future fighter pilots. While generally docile and forgiving in the normal flight phases

encountered during initial training, when used for aerobatic and formation training the Tiger Moth required definite skill and concentration to perform well — a botched manoeuvre could easily cause the aircraft to stall or spin. The Tiger Moth exhibits the fundamental requirements of a training aircraft, in being 'easy to fly, but difficult to fly well'.

D.H. 82 Tiger Moth

Role	Trainer
Produced	1931–1944
Number built	8,868
Crew:	2, student & instructor
Length:	23 ft 11 in (7.34 m)
Wingspan:	29 ft 4 in (8.94 m)
Height:	8 ft 9 in (2.68 m)
Empty weight:	1,115 lb (506 kg)
Loaded weight:	1,825 lb (828 kg)
Powerplant:	130 hp
Maximum speed:	109 mph at 1,000 ft (175 km/h)
Cruise speed:	67 mph (108 km/h)
Range:	302 miles (486 km)



DE HAVILLAND Tiger Moth Mk.II T8209 (10) - 25 (Polska) Szkoła Pilotażu Początkowego; Hucknall, 1943.
DE HAVILLAND Tiger Moth Mk.II T8209 (10) of No. 25 (Polish) Elementary Flying School; Hucknall, 1943.

Tiger Moths used for training by the Polish Air Force in England carried these markings.

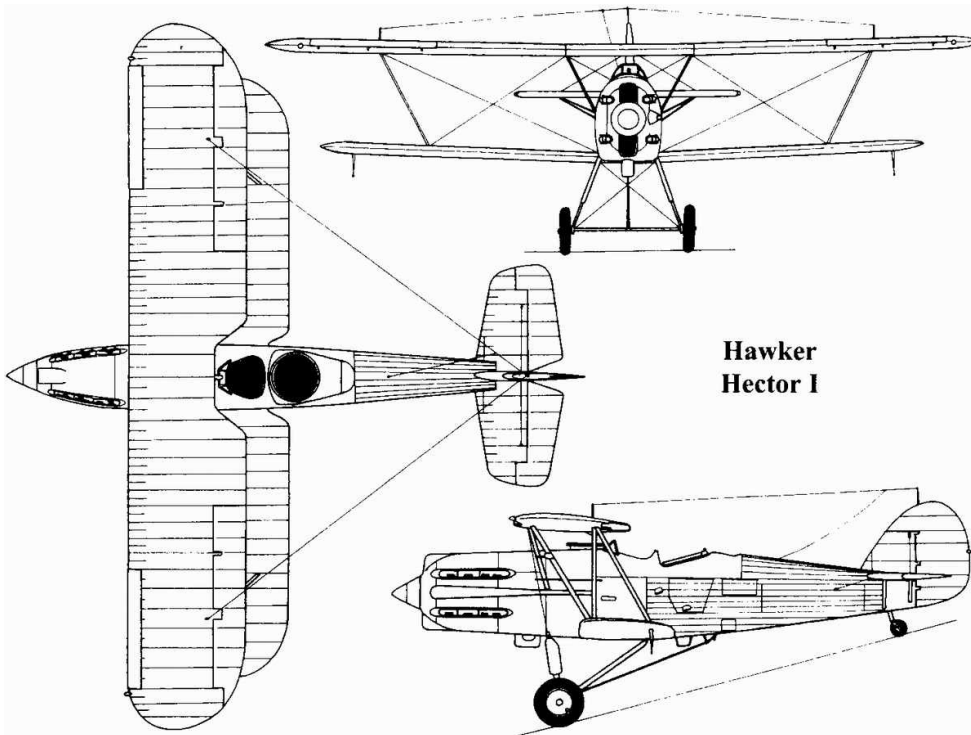


Hawker Hector- 1940

The Hawker Hector was put into service with the RAF in the then new Army Cooperation Wing in 1937, equipping seven RAF army cooperation squadrons. The Army Cooperation Aircraft was an inter-war concept of an aircraft capable of support of ground units in a variety of roles. Army cooperation planes combined the roles of artillery spotter aircraft, liaison, reconnaissance plane and close air support.

The Hector proved unsuitable for its original role as a cooperation aircraft for assisting ground troops and began to be replaced by Westland Lysanders in 1938. Becoming obsolete in 1939, it did not go to France with the British Expeditionary Force, but six Hectors went into action on the 26 May 1940, dive bombing enemy troops invading Calais. In 1940 the Hector was relegated to target and glider-towing. It was briefly used as a trainer before being withdrawn from service in 1942.

The type was deeply unpopular with ground crews due to the complicated nature of the engine, which had 24 cylinders, with 24 spark plugs and 48 valves, all of which required frequent maintenance.



Hawker Hector

Role	Army Cooperation aircraft, trainer
Number built	179
Crew:	Two
Length:	29 ft 10 in (9.09 m)
Wingspan:	36 ft 11 in (11.26 m)
Height:	10 ft 5 in (3.18 m)
Empty weight:	3,389 lb (1,537 kg)
Loaded weight:	4,910 lb (2,227 kg)
Powerplant:	805 hp
Maximum speed:	187 mph (301 km/h)
Range:	300 mi, (483 km)

November-
December 1940

Advanced RAF pilot training and first Hurricane flight

Gazda's basic RAF pilot training continued at White Waltham during the first few days of November. His log book mentions a brief stop at Old Sarum airfield, located near Salisbury, northwest of Southampton.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				
MONTH	DATE	Type	No.				DAY		NIGHT		DAY
						DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT
						(1)	(2)	(3)	(4)	(5)	(6)
						TOTALS BROUGHT FORWARD					
November	-	-	-	-	-	-	-	-	-	-	-
-	5	HECTOR	9696	SELF.	-	LOCAL FLYING	-	25'	-	-	-
-	6	"	8096	"	-	"	-	30'	-	-	-
-	6	HECTOR	8096	SELF	-	LOCAL FLYING. PR.	-	30'	-	-	-
-	7	T Moth	9399	"	"	F LANDING.	-	30'	-	-	-
						TOTALS BROUGHT FORWARD		1h 55'	7-50'		

Hours flown in November: Tiger Moth :30 solo, Hector: 1:25 solo

In December, 1940, Gazda moved west from White Waltham to Kemble to begin advanced training. He progressed from the Master to Magister to the twin-engine Oxford. Much of the training looks to have been flying "circuits", as the English refer to what Americans call "touch and goes." For a period of time from 15 to 45 minutes, the pilot takes off, circles around the airfield, lands, and just when the wheels touch down, takes off again to do it all over again.

On December 29 (coincidentally, the date of his fourth wedding anniversary), Gazda took what appears to be his first flight in a Hawker Hurricane. Since there was no seat for a flight instructor, his first flight was solo.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				DAY	
MONTH	DATE	Type	No.				DAY		NIGHT		DUAL	1ST PILOT
						DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	
						(1)	(2)	(3)	(4)	(5)	(6)	
						TOTALS BROUGHT FORWARD						
December	-	-	-	-	-	-	-	-	-	-	-	
-	9	Master	243	pl. Szarek.	-	dual.	30'	-	-	-	-	
-	9	"	"	FL Cox.	-	"	25'	-	-	-	-	
-	11	Magister	3932	pl. Motzypm	-	"	10	-	-	-	-	
-	11	"	"	Self	-	landings	-	15'	-	-	-	
-	12	"	"	Self inst. pil.	-	"	-	40'	-	-	-	
-	16	"	"	"	-	"	-	45'	-	-	-	
-	17	"	"	"	-	"	-	45'	-	-	-	
-	19	"	"	"	-	"	-	15'	-	-	-	
-	19	Oxford	6375	Halewski	-	"	-	-	-	1:30'	-	
-	21	"	"	"	-	"	-	-	-	50'	-	
-	23	Master	8020	Szarek	-	"	20'	-	-	-	-	
-	23	"	"	FL Cox	-	"	15'	-	-	-	-	
-	23	"	"	Self	-	3	-	25'	-	-	-	
-	24	Oxford	79	"	-	3	-	30'	-	-	30'	
-	24	Master	8020	"	-	3	-	30'	-	-	-	
-	29	Hurricane		"	-	3.	-	30'	-	-	-	
-	29	Master	8020	"	-	3	-	30	-	-	-	
-	30	Oxford	75	"	-	3	-	-	-	-	30'	
						TOTALS BROUGHT FORWARD		1h 55'	9'40'			

Hours flown in December: Master 1:30 dual, :25 solo; Magister :10 dual, 2:40 solo; Oxford (Twin eng) 2:20 dual, 1:00 1st pilot; Hurricane :30 solo
Grand total RAF time at the end of December, 1940: Single engine: 3:35 dual, 16:55 solo; Twin engine: 1:20 dual, 1:00 1st pilot

Miles M.14A Magister (“Maggie”)- 1940

The Magister was a basic trainer affectionately known as “Maggie.” As a low-wing monoplane, it was an ideal introduction to the Spitfire and Hurricane for new pilots.



Miles M.14A Magister

Crew:	Two (instructor and student)
Length:	24 ft 7 in (7.51 m)
Wingspan:	33 ft 10 in (10.31 m)
Height:	6 ft 8 in (2.03 m)
Wing area:	176 ft ² (16.3 m ²)
Empty weight:	1,260 lb (570 kg)
Loaded weight:	1,845 lb (839 kg)
Powerplant:	1 × de Havilland Gipsy Major I inverted four-cylinder inline piston engine, 130 hp
Maximum speed:	142 mph (229 km/h)
Cruise speed:	124 mph (200 km/h)
Stall speed:	43 mph (69 km/h) (flaps down)
Range:	380 miles (612 km)

Miles M.9A Master I - 1940

The Master was a fast, strong and fully aerobatic aircraft and served as the final trainer before pilots transitioned to the high performance Spitfire and Hurricane.



Miles M.9A Master I

Crew:	Two (instructor and student)
Length:	30 ft 5 in (9.3 m)
Wingspan:	39 ft 0 in (11.89 m)
Height:	9 ft 3 in (2.82 m)
Empty weight:	4,370 lb (1,947 kg)
Max. weight:	5,573 lb (2,528 kg)
Powerplant:	1 × One 715 hp Rolls Royce Kestrel 30 V-12
Maximum speed:	226 mph (364 km/h)
Range:	675 mi (1086 km)
Service ceiling:	25,100 ft (7,650 m)

Airspeed A.S.10 Oxford - 1940

The Airspeed A.S.10 Oxford was used to prepare complete air crews, and as such could simultaneously train pilots, navigators, bomb aimers, gunners, or radio operators on the same flight.



Airspeed A.S.10 Oxford

Crew:	Three
Length:	34 ft 6 in (10.52 m)
Wingspan:	53 ft 4 in (16.26 m)
Height:	11 ft 1 in (3.38 m)
Empty weight:	5,322 lb (2,419 kg)
Loaded weight:	7,500 lb (3,409 kg)
Powerplant:	2 × Armstrong Siddeley Cheetah X radial engines, 350 hp each
Maximum speed:	192 mph (309 km/h)
Endurance:	5.5 hr

March, 1941

According to the log book, no flying was done during January and February, 1941. Then it was back to White Waltham in mid-March and about two weeks of training in the Bristol Blenheim twin-engine light bomber.

Flying the Bristol Blenheim at White Waltham

Total time from 1940: Single engine: 3:35 dual, 16:55 solo
Twin engine: 1:20 dual, 1:00 1st pilot

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE			
MONTH	DATE	Type	No.				DAY		NIGHT		DAY			
						DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)		
March	-	-	-	-	-	TOTALS BROUGHT FORWARD								
"	18	BLENHEIM.	3216	GREFFUHS. CPT.	-	3.35	16.55			1.20	1.00			
"	20	"	1161	"	-	-	-	-	-	1.35'	-	-		
"	21	"	1161	SELF	-	-	-	-	-	30 30'	-	-		
"	21	"	8721	SELF	-	-	-	-	-	55'	-	-		
"	23	"	1161	GREFFUHS. CPT.	-	-	-	-	-	22 0'	-	-		
"	23	"	1161	SELF	-	-	-	-	-	60	-	-		
"	30	Oxford	75	SELF	-	-	-	-	-	30	-	-		

Hours flown in March (all Twin engine): Blenheim 4:00 dual, 2:25 1st pilot; Oxford :30 1st pilot

Bristol Blenheim -1941

The Bristol Blenheim was a British light bomber that was used extensively in the early days of WWII. Among its other missions, it served as the lead aircraft in many ferry convoys from Takoradi to Cairo. It was adapted as an interim long-range and night fighter. It was one of the first British aircraft to have all-metal stressed-skin construction, to utilise retractable landing gear, flaps, a powered gun turret and variable pitch propellers.

To achieve its relatively high speed, the Blenheim had a very small fuselage cross-section. The pilot's quarters on the left side of the nose were so cramped that the control yoke obscured all flight instruments while engine instruments eliminated the forward view on landings. Most secondary instruments were arranged along the left side of the cockpit, with essential items like propeller pitch control actually placed behind the pilot where they had to be operated by feel alone. Like most contemporary British aircraft, the bomb bay doors were kept closed with bungee cords and opened under the weight of the released bombs. Because there was no way to predict how long it would take for the bombs to force the doors open, bombing accuracy was consequently poor.

The light armament was seldom able to deter fighter opposition. The Blenheim also proved to be vulnerable to flak, especially around the rear fuselage. Flexible, self-sealing liners had been fitted to the fuel tanks but they were still not fully protected against the 20 mm cannon carried by the Luftwaffe's Bf 109s and Bf 110s.



Bristol Blenheim Mark IV

Introduction	1937	Retired 1944
Number built	4,422	
Crew:	3	
Length:	42 ft 7 in (12.98 m)	
Wingspan:	56 ft 4 in (17.17 m)	
Height:	9 ft 10 in (3.0 m)	
Empty weight:	9,790 lb (4,450 kg)	
Loaded weight:	14,400 lb (6,545 kg)	
Powerplant:	2 × Bristol Mercury XV radial engine, 920 hp each	
Maximum speed:	266 mph (428 km/h)	
Cruise speed:	198 mph (319 km/h)	
Range:	1,460 mi (2,351 km)	

April, 1941

RAF training completed

Gazda finished his RAF training at Kemble with 45 minutes of circuits in a Hurricane.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE	
MONTH	DATE	Type	No.				DAY		NIGHT			DAY
				(1)	(2)	(3)	(4)	(5)	(6)			
TOTALS BROUGHT FORWARD							3 ⁴⁵	16 ⁵⁵	-	-	6 ⁴⁵	3 ⁵⁵
April	-	-	-	-	-	-	15'	-	-	-	-	-
-11-	7	Master	7413	S/pt Sanders	self.	lost.	-	-	-	-	-	-
-11-	-	-	-	SELF.	-	Landings.	2 ⁴⁵	-	-	-	-	-
-11-	8	Blenh.	48	-	-	-	-	-	-	-	-	1 ⁴⁵
-11-	9	-	288	-	-	-	-	-	-	-	-	1 ³⁵
-11-	8	Hurricane	63	-	-	-	1 ⁴⁵	-	-	-	-	-
-11-	21	-	20	-	-	-	1 ⁴⁵	-	-	-	-	-
-11-	19	Magister.	-	self.	-	cross country only.	45'	-	-	-	-	-
-11-	22	Hurricane	20	-	-	Landings.	1 ⁴⁵	-	-	-	-	-
-11-	22	-	-	-	-	-	45'	-	-	-	-	-
Summary for April 1941. Unit HQ SFP Kemble Date 24.4.41. Signature <i>Gazda</i>						Master Hurricane Blenheim.	15'	3 ⁴⁵	-	-	-	2 ³⁵
Certified that I understand the petrol oil & ignition system of Oxford Blenheim Master to Hurricane aircraft.												
GRAND TOTAL [Cols. (1) to (10)] 38 Hrs. 45' Mins.						TOTALS CARRIED FORWARD	3 ⁵⁰	22 ²⁵	-	-	6	6 ³⁰

Gazda's handwritten entry says "Certified that I understand the petrol, oil and ignition systems of (the) Oxford, Blenheim, Master and Hurricane aircraft."

Hours flown in April: Master :15 dual, 2:00 1st pilot; Hurricane 3:45 solo; Blenheim 2:35 1st pilot

Hours carried forward from the end of April: Total 38:45
Dual single engine 3:50, Solo single engine 22:25,
Dual twin engine 6:00, 1st pilot twin engine 6:30

Hawker Hurricane - 1941

The Hawker Hurricane is a British single-seat fighter aircraft that was designed and predominantly built by Hawker. 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 served in all the major theatres of the Second World War.



Hawker Hurricane Mk.IIC

Role	Fighter
Manufacturer	Hawker Aircraft
Produced	1937–1944
Number built	14,583, including 1,400 in Canada
Crew:	1
Length:	32 ft 3 in (9.84 m)
Wingspan:	40 ft 0 in (12.19 m)
Height:	13 ft 11/2 in (4.0 m)
Empty weight:	5,745 lb (2,605 kg)
Max. takeoff wt:	8,710 lb (3,950 kg)
Powerplant:	1 Rolls-Royce Merlin XX liquid-cooled V-12, 1,185 hp
Maximum speed:	340 mph (547 km/h)
Range:	600 mi (965 km)
Service ceiling:	36,000 ft (10,970 m)
Rate of climb:	2,780 ft/min
Guns:	4 × 20 mm Hispano Mk II cannon
Bombs:	2 × 250 or 500 lb bombs

New Assignment: Africa

Summary and evaluation, April 24, 1941

Hours carried forward, from end of April 1941: Total 38:45
 Dual single engine 3:50, Solo single engine 22:25,
 Dual twin engine 6:00, 1st pilot twin engine 6:30

(3332-117) Wt. 23808-1966 35,000 8/39 T.S. 700 FORM 414 (A)

SUMMARY of FLYING and ASSESSMENTS FOR YEAR COMMENCING 1st..... *19.....
* For Officer, insert "JUNE"; For Airman Pilot, insert "AUGUST."

	S.E. AIRCRAFT		M.E. AIRCRAFT		TOTAL for year	GRAND TOTAL All Service Flying
	Day	Night	Day	Night		
DUAL	3 ⁴ 50	-	6 ²	-		
PILOT	22 ² 25	-	6 ³ 30			2040 ⁴
PASSENGER						

ASSESSMENT of ABILITY
(To be assessed as: — Exceptional, Above the Average, Average, or Below the Average)

(i) AS A ^{Very} PILOT *Average*
 (ii) AS PILOT-NAVIGATOR/NAVIGATOR..... *Average*
 (iii) IN BOMBING *N.A.*
 (iv) IN AIR GUNNERY.....

† Insert: — "F.", "L.B.", "G.R.", "F.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED.

Date 24.4.1941. Signature..... *[Signature]*
 Officer Commanding..... *T. Bay Flight R.A.F. Kemble.*

It appears the RAF was not into giving inflated grades- as "Average" was used for most evaluations.

No points were to be watched.

1941, May 9: Gazda sailed from England, en route to West Africa to assist the Polish Aircraft Delivery Unit. The unit flew planes that were shipped in crates from Britain to West Africa, assembled on site, then flown to Cairo.

1941: May 31: Gazda arrives in Takoradi, Gold Coast (now Ghana).

1941, June 4: Gazda flies across Africa (Takoradi to Cairo) in a Hawker Hurricane, his first of 23 such flights.

1941: Gazda makes six flights from Takoradi to Cairo between June and December in Hurricanes and Bristol Blenheims. Return trips were in Lockheed Lodestars, and Douglas DC-2s as a passenger.

1941, December: Gazda and other Polish pilots are chosen to fly fighter planes on the African front. Gazda was selected to be commander and instructor of 10 pilots.

1942, February 9: Gazda joins the 112 "Shark" Squadron at Gambut air base in eastern Libya. Soon, he began flying Curtiss Kittyhawks over the Libyan front, completing six missions before May.

1942, May 5: Gazda leaves the 112th and joins the 108 Maintenance Unit, flying Blenheims.

1942, June 16: Gazda returns to Takoradi and rejoins the Aircraft Delivery Unit. He flew the Takoradi-Cairo route 17 more times from August, 1942, to August, 1943, in Kittyhawks, Blenheims and Baltimores.

1942-1943: Gazda contracts malaria 11 times.

1943, Fall: The Polish Aircraft delivery unit was disbanded and Gazda joined the RAF 216 Transport and Ferry Group, based at the time in Cairo. He flew Spitfires, Mustangs, Beaufighters, Dakotas and Wellingtons throughout North Africa, Sicily, Italy and Gibraltar.

1944, November: Gazda leaves the 216th and returns to England, to HQ of the RAF Transport Command.

Takoradi

Takoradi was a small port city on the west coast of Africa in the country then known as the Gold Coast, today's Ghana. Hurricane aircraft arrived by boat in pieces in large wooden packing crates. The aircraft were then assembled by the local labor force and made airworthy for flights to the Cairo area to support the war then raging in North Africa.

Ferry pilots had to make sure the aircraft they were to fly were properly assembled and made ready for flight. The pilots were actually test pilots on the aircraft's first flight. One ferry pilot wrote, "some of the planes were so badly assembled that they almost fell to pieces. I think that the native mechanics who helped to assemble the planes had tool kits comprising of only hammers."

Everything was new and unfamiliar to the pilots just arrived from England. Most had never been in a tropical setting, certainly nowhere as strange as this dark side of Africa. The assembly plant and landing strip had been cut out of the dense jungle overgrowth. Monkeys played in the trees and watermelons grew wild in the open fields. And, most of all were the mosquitoes. Millions of them carrying malaria to the unprotected. In the evening we wore nets over our pith helmets to cover our faces and any exposed skin that might seem attractive to some bloodthirsty critter.



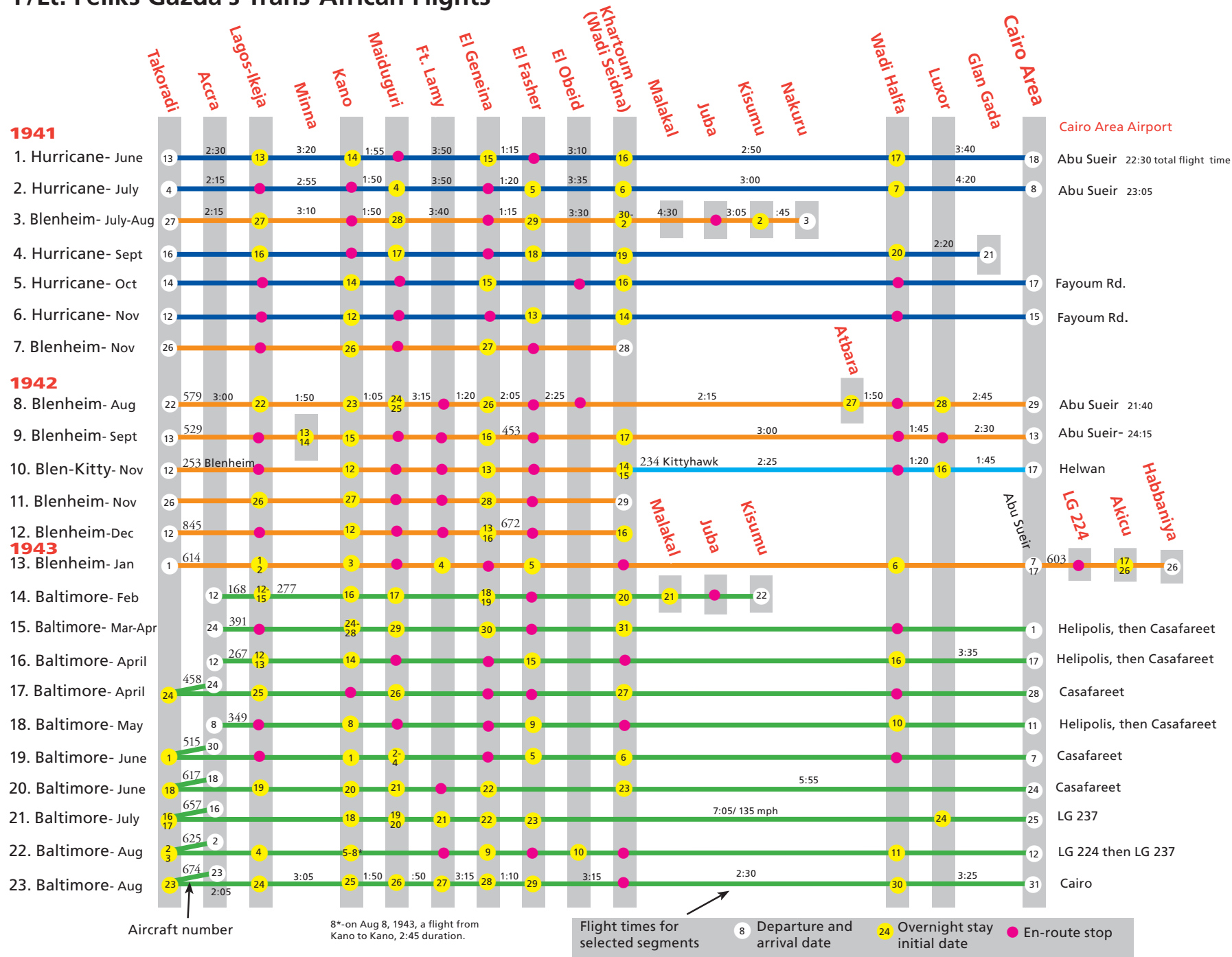
Takoradi airport is on the west side of the city. The adjacent port city is named Sekondi. Ships brought in crated airplanes which were trucked overland to the airport and assembled. The airport has one runway, labeled 04/22, and has a length of 1751 meters (5745 feet). The terminal and control tower were built just before WWII started.



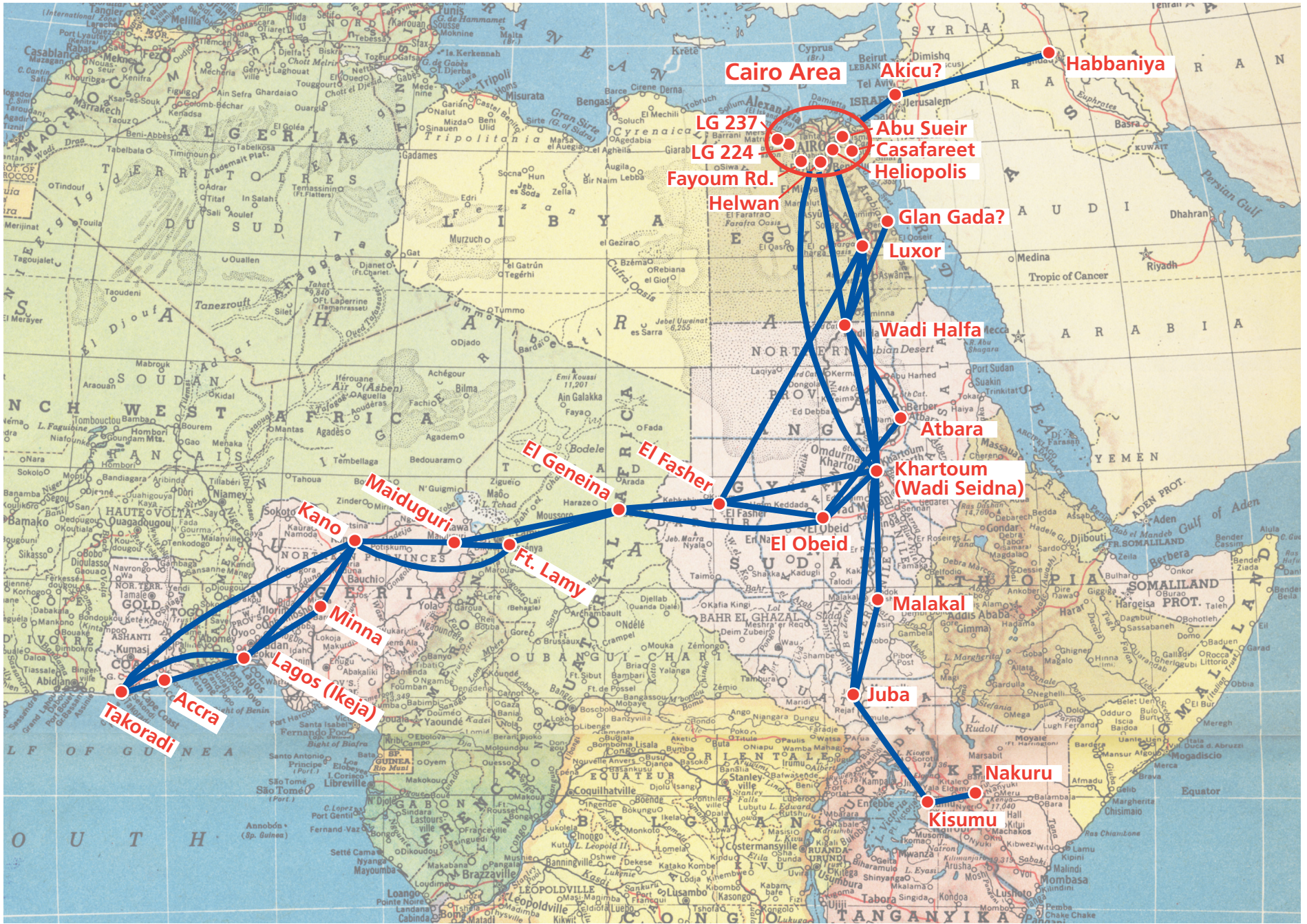
Climate data for Sekondi-Takoradi													[hide]
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average high °C (°F)	31 (87)	32 (89)	31 (88)	31 (88)	32 (89)	29 (85)	28 (82)	27 (81)	28 (83)	29 (85)	31 (88)	31 (87)	30 (86)
Average low °C (°F)	23 (74)	24 (76)	24 (76)	25 (77)	25 (77)	24 (75)	23 (73)	22 (72)	23 (73)	23 (74)	24 (76)	24 (75)	23.7 (74.8)
Average precipitation mm (inches)	8 (0.3)	25 (1.0)	76 (3.0)	127 (5.0)	203 (8.0)	229 (9.0)	102 (4.0)	25 (1.0)	76 (3.0)	102 (4.0)	127 (5.0)	51 (2.0)	1,151 (45.3)

Takoradi's climate is very hot. And, since the low temp is usually close to the dew point, also very humid. Rain is heavy in April, May, June, November, rather light in other months.

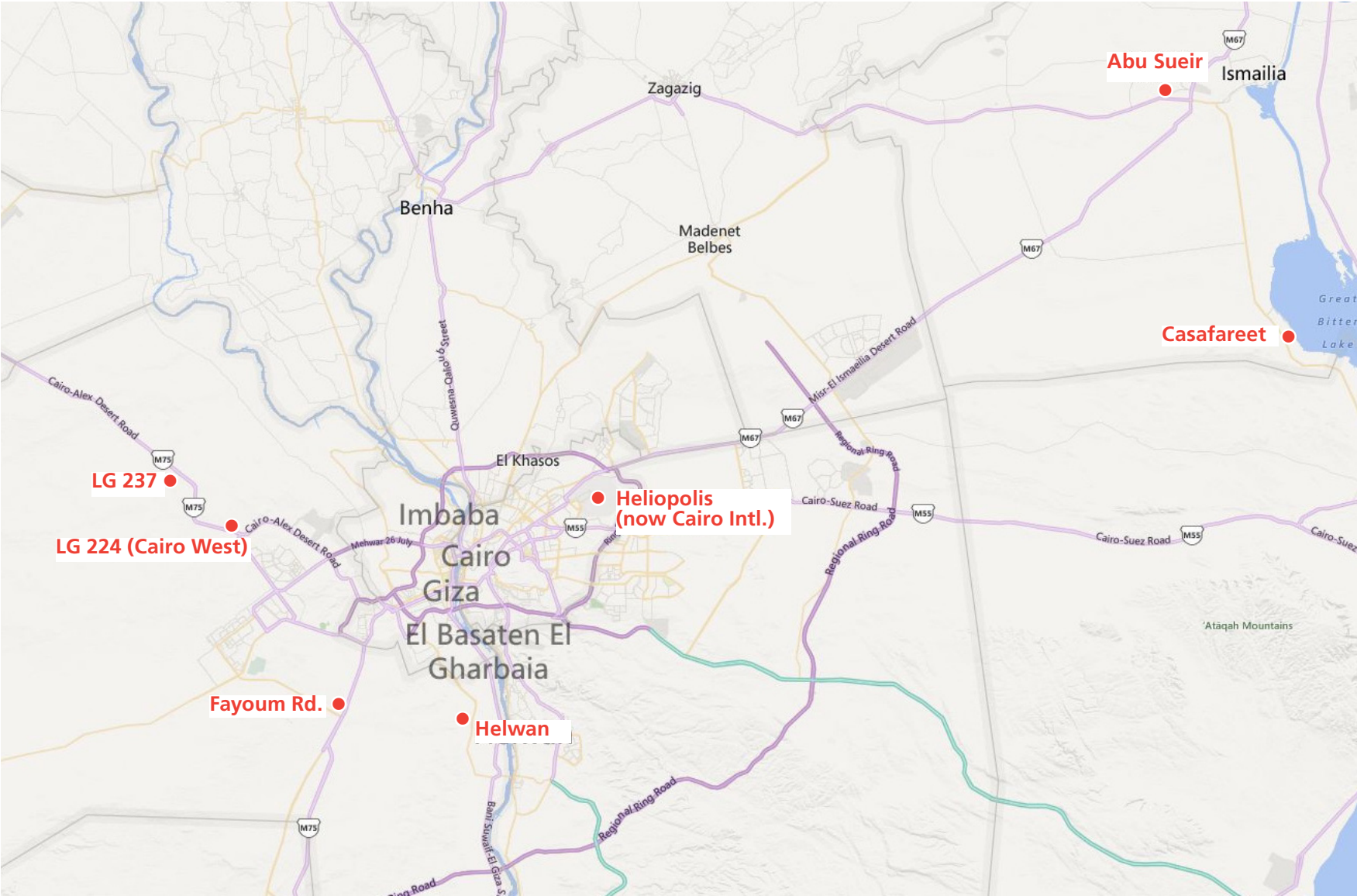
F/Lt. Feliks Gazda's Trans-African Flights



F/Lt Feliks Gazda's Trans-African Flights, 1941 to 1943



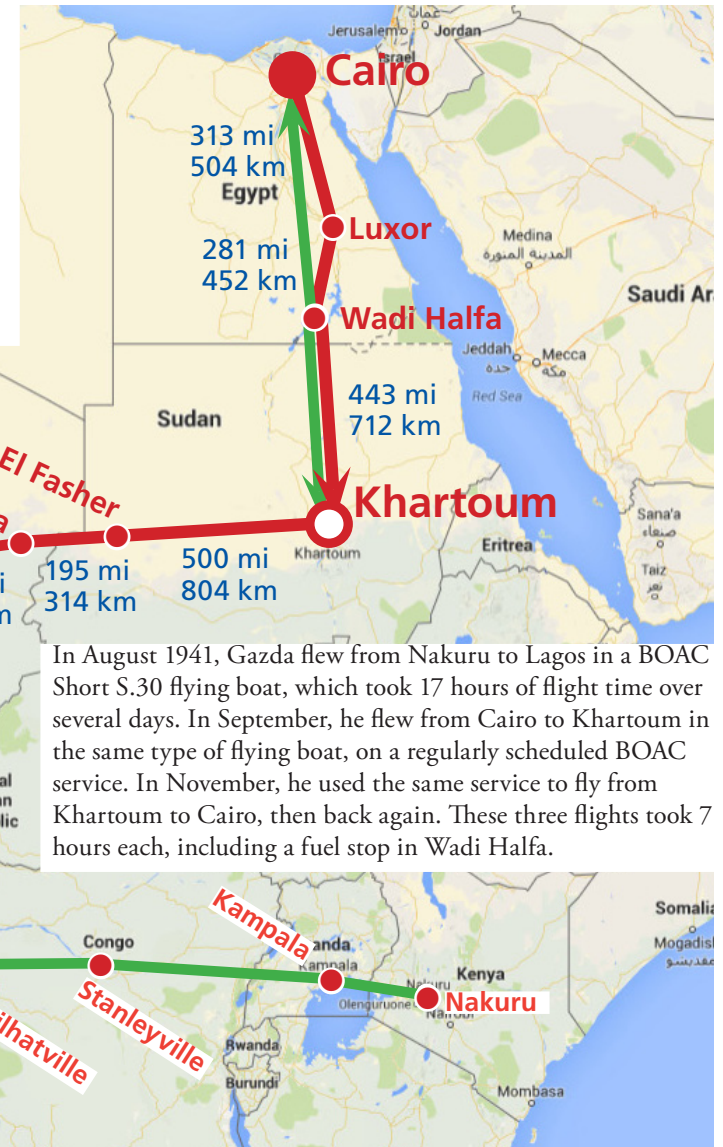
Cairo Area Landing Grounds



Cairo to Takoradi Return Flights

Most return flights took three days to cover the 3661-mile distance. The return journey took from 21 to 24 hours to complete at an average airspeed of from 152 to 175 miles per hour, consistent with the cruising speed of the Douglas DC-2, C-47 and Lockheed Lodestar equipment used on these flights. I assume the return flights followed the same trans-Africa route used by the delivery flights and used the same airfields. Given that, I speculate a typical return flight itinerary looked like this:

Day 1: Cairo to Khartoum, 1037 miles, 6.5 to 7 hours flight time, fuel stops at either Luxor or Wadi Halfa or both.
 Day 2: Khartoum to Maiduguri, 1423 miles, 9 hours flight time, fuel stops at El Fasher and Ft. Lamy and maybe El Geneina.
 Day 3: Maiduguri to Takoradi, 1201 miles, 7.5 hours flight time, stops at Kano and Lagos.
 Figure an hour at each fuel stop, so a typical day would begin at, say, 8:00 am and end at 6:00 pm.



In August 1941, Gazda flew from Nakuru to Lagos in a BOAC Short S.30 flying boat, which took 17 hours of flight time over several days. In September, he flew from Cairo to Khartoum in the same type of flying boat, on a regularly scheduled BOAC service. In November, he used the same service to fly from Khartoum to Cairo, then back again. These three flights took 7 hours each, including a fuel stop in Wadi Halfa.

← Land plane return route: 3661 mi., 5892 km.

○ Probable Overnight stops

← Return flights in a Shorts S.30 Flying Boat

June, 1941

Trans-Africa Flight #1

First month with the Aircraft Delivery Unit (ADU) based in Takoradi

On June 12, F/Lt. Gazda took a one-hour practice flight in a Hurricane to make sure it was up to the long trip ahead. The next day he set out from Takoradi to Cairo in the same Hurricane, getting to Lagos after flying 2 hours, 30 minutes. After an overnight stay, he departed Lagos for Kano on June 14, a flight of 3:20. On June 15 he took the Hurricane from Kano to Maiduguri (1:55), refueled, then flew to El Geneia (3:50 flight time). Two more flights on June 16: El Geneia to El Fasher, 1:15, then El Fasher to Khartoum, 3:10. On June 17: Khartoum to Waki Halfa, 2:50. Finally, on June 18, a flight from Wadi Halfa to Abu Sueir air base, 3:40. Abu Sueir is still an active air base. It is located near the Suez Canal, 17 km west of Ismailia, and 116 km NE of Cairo. Total flying time for the five-day journey was 22:30.

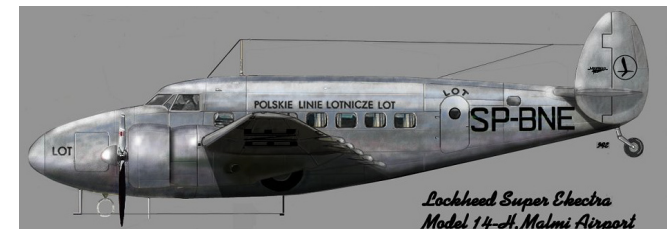
Sometime in June, Gazda was flown from Cairo back to Takoradi in a "Lockheed", most likely a L-18 Lodestar, which took 21 hours and made several stops, likely at some of the same airfields visited on the eastbound delivery flight.

YEAR 1941		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER
MONTH	DATE	Type	No.				DAY		NIGHT		DAY		NIGHT		
				(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
TOTALS BROUGHT FORWARD							3.50	59.05	-	-	6.00	6.30			
June	12.6	Hurricane	-	Self	-	flying practice									
-	13	-	-	-	-	Takoradi - Lagos									
-	14	-	-	-	-	Lagos - Kano									
-	15	-	-	-	-	Kano - Maiduguri									
-	15	-	-	-	-	Maiduguri - El Geneina									
-	16	-	-	-	-	El Geneina - El Fasher									
-	16	-	-	-	-	El Fasher - Khartoum									
-	17	-	-	-	-	Khartoum - W. Halfa									
-	18	-	-	-	-	W. Halfa - Abu Sueir									
				Summary of June Unit. A.D.U. Date. 21.6. Signature. <i>Gazda</i>		aircr. types 1. Hurricane 2. -		- 23.30 - - - - - - a. j. Gazda O. C. No. 2 Section, A.D.U.							
June		Lockheed				Cairo - Takoradi								21.00	
GRAND TOTAL [Cols. (1) to (10)]							3.50	82.35	-	-	6.00	6.30			21.00
.....98.....Hrs. 35.....Mins.							TOTALS CARRIED FORWARD								



Lockheed Transports

On return trips from Cairo to Takoradi, Gazda was a passenger on Lockheed transports which had been impressed from airlines. In 1941, these planes were either the 14-passenger L-14 Super Electra or the 18-passenger L-18 Lodestar, a stretched version of the L-14. Both cruised at about 325 km/hr. Range was 1370 km for the L-14, 4025 km for the L-18.



Leading the way in a Blenheim

July, 1941

Trans-Africa Flight #2 and #3

Two trans-African delivery flights were made in July, one in a Hurricane, the other in a twin-engined Bristol Blenheim. The Blenheims were usually used as the lead plane of a convoy of about 5 Hurricanes. Blenheims carried radios and navigators, the Hurricanes did not.

After a one-hour practice flight in a Hurricane, the July 4 to July 8 Hurricane delivery flight landed at the same airfields as the June flight, and took 23:05 hours flight time. Between July 9 and July 27, Gazda was carried back to Takoradi in a Lockheed Lodestar, taking 21 hours.

From July 27 to 30, Gazda flew a Blenheim from Takoradi to Khartoum (15:45 hours), most likely leading a group of Hurricanes. This delivery continued on August 2 and 3 from Khartoum to the south, eventually ending in Kenya (see next page)

YEAR 1941		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER (11)		
MONTH	DATE	Type	No.				DAY		NIGHT		DAY			NIGHT			
						DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)		
						TOTALS BROUGHT FORWARD											21.00
July	2	Hurricane		self													
	4																
	5																
	6																
	7																
	8																
		Lockheed															
	27	Blenheim		self													
	28																
	29																
	30																
Summary for July 41. Unit Takoradi Date 30.7 Signature <i>Gazda</i>						TYPES		1. Hurricane 2. Blenheim.									
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD											
138 Hrs. 45 Mins.																42.00	

August, 1941

Termination of Trans-Africa Flight #3

Across central Africa in a flying boat

The delivery flight of a Blenheim (and perhaps several Hurricanes that followed), started in Takoradi on July 27 and reached Khartoum on July 30 (see previous page). On August 2, Gazda flew a the Blenheim south along the Nile to Juba, South Sudan, 4:30 flying time. He continued to Kisumu, Kenya, another 3:05 time, ending a long day of flying over central Africa. On August 3, he made a short hop to Nakuru, Kenya, :45 flying time. Nakuru is 158 km northwest of Nairobi and 400 km east of Kampala. Somehow, he got from Nakuru to Kampala, Uganda. At the time, there was a BOAC flying boat service between the two cities, so perhaps that is how it

was done. From there he flew on a BOAC Short S.23 flying boat from Kampala to Lagos, a journey of 17 hours. The once-a-week BOAC flight started in Cairo, and ran south to Khartoum and then the port of Kampala on Lake Victoria, where Gazda boarded. The flying boat then headed west, landing at, Stanleyville, Coquilhatville, Leopoldville, Point Noire, and Libreville before reaching its terminus in Lagos. Since flying was done only in daylight hours, the journey took several days. BOAC usually put its passengers up in fine hotels for the overnight stays. Gazda was a passenger on a Lockheed Lodestar for the 2-hour flight from Lagos to Takoradi.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
1941		Type	No.			
MONTH	DATE					
						TOTALS BROUGHT FORWARD
August	2	Blenheim		Self		Khartoum - Juba
						Juba - Kisumu
	3					Kisumu - Nakuru
<div style="border: 1px solid black; padding: 5px;"> Summary for Aug. Unit R.O.U. Date 5.8. sign. <i>Gazda</i> </div>						
						1. Blenheim
						2. -
		F Boat				Kampala - Lagos
		Lockheed				Lagos - Takoradi
GRAND TOTAL [Cols. (1) to (10)] 147 Hrs. 05 Mins.						TOTALS CARRIED FORWARD

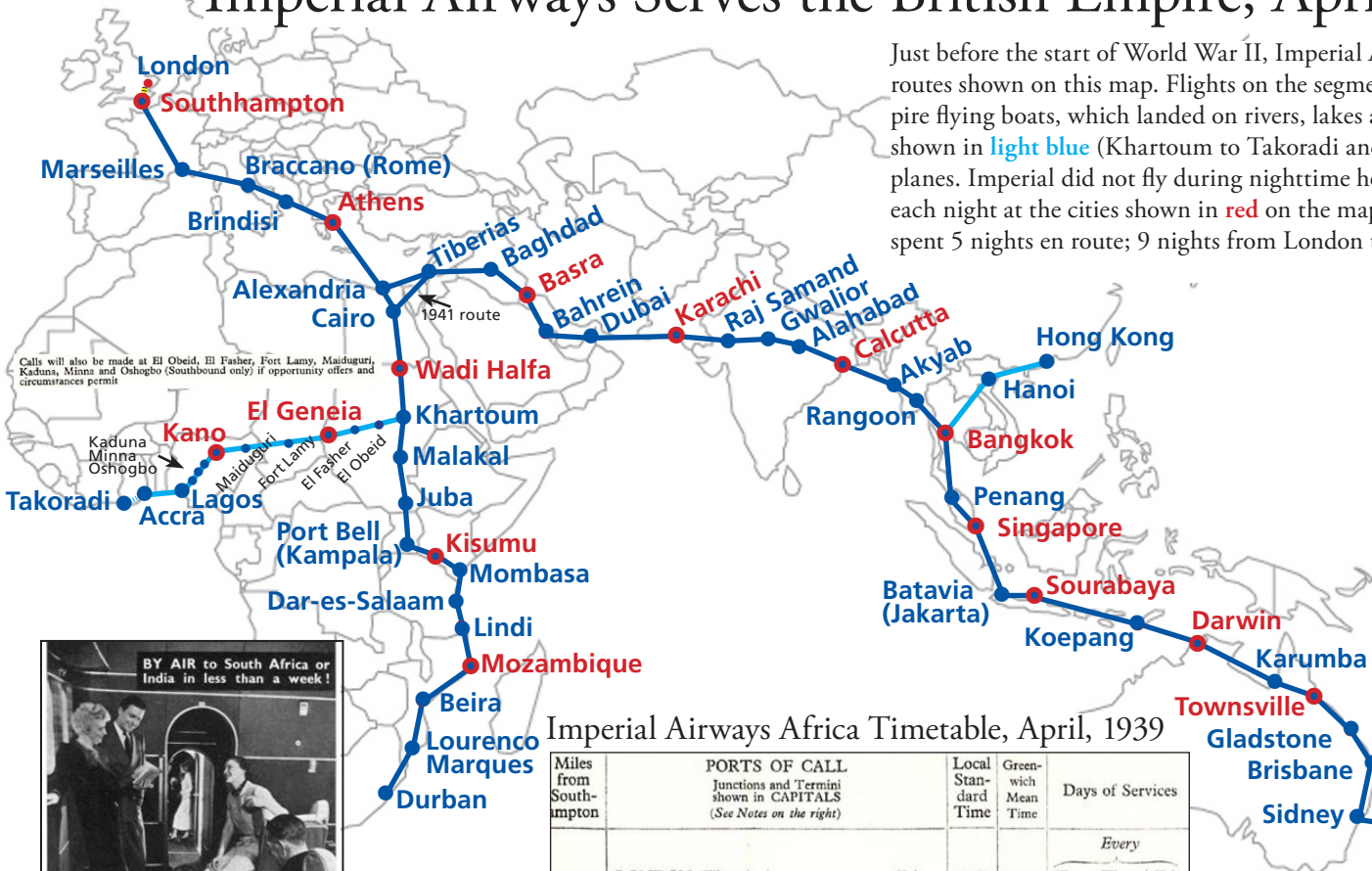
SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
3.50	106.40	-	-	6.00	22.15	-	-	-	-	42.00
					4.30					
					3.05					
					0.45					
-	-	-	-	-	8.20					
-	-	-	-	-						
-	-	-	-	-						
										17.00
										2.00
3.50	106.40	-	-	6.00	30.35					61.00

More flying boats, and a Bristol Bombay

The September delivery flight, in a Hurricane, terminated at an unknown airfield (Glan Goda?) that was 2:20 flying time from Wadi Halfa and 2 hours flying time from Cairo. Gazda flew as a passenger from this field to Cairo in an RAF Bristol Bombay military transport plane. He then flew from Cairo to Khartoum on the BOAC S.23 flying boat, and then from Khartoum to Takoradi on a Lockheed Lodestar.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER (11)	
MONTH	DATE	Type	No.				DAY		NIGHT		DAY		NIGHT			
						DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
						TOTALS BROUGHT FORWARD										61.00
September	15	Hurricane	-	Leaf	-		3.50	106.40	-	-	6.00	30.35				
-	16	-	-	-	-	Takoradi - Lagos		1.00								
-	17	-	-	-	-	Lagos - Kano - Maiduguri		2.10								
-	18	-	-	-	-	Maiduguri, EL Fasher - EL Fasher		5.10								
-	19	-	-	-	-	EL Fasher - Khartoum		5.05								
-	20	-	-	-	-	Khartoum - Wadi Halfa		3.30								
-	21	-	-	-	-	Wadi Halfa - Glan Goda		2.30								
								2.20								
						summary for September.		-		-		-		-		
						Unit A.D.U.		-		-		-		-		
						date 25.9.41		-		-		-		-		
						signature: [Signature]		-		-		-		-		
						Types		1, Hurricane		-		-		-		
								2, -		-		-		-		
						Bomby										2.00
						F/Booby										7.00
						Lockheed										13.00
						Goda - Cairo										
						Cairo - Khartoum										
						Khartoum - Takoradi										
GRAND TOTAL [Cols. (1) to (10)]						168 Hrs. 50 Mins.		TOTALS CARRIED FORWARD		3.50 128.25		6.00 30.35				83.00

Imperial Airways Serves the British Empire, April 1939



Just before the start of World War II, Imperial Airways operated regular service over the routes shown on this map. Flights on the segments shown in **dark blue** were flown with Empire flying boats, which landed on rivers, lakes and in ocean harbors. Flights on the segment shown in **light blue** (Khartoum to Takoradi and Bangkok to Hong Kong) were flown in land planes. Imperial did not fly during nighttime hours. Instead, the planes and passengers rested each night at the cities shown in **red** on the map. Thus, a traveller from London to Durban spent 5 nights en route; 9 nights from London to Sidney.

The Horseshoe Route, 1940-46
 With the fall of France and the entry of Italy into the war, aircraft could no longer be flown between the U.K and Alexandria Egypt via the routes established in the late 1930s. However, the Cairo to Durban air services were still possible, along with the Cairo to Sydney and Auckland services. The result was the Horseshoe Route whereby mail left the U.K on ships which sailed to Durban. From there, mail was flown north to Cairo on Short S.23 flying boats, then east from Cairo to India to Sydney and Auckland on other S-23 flying boats. Mail was sent from Auckland to the U.K along the same routes.



This 1939 Imperial Airways timetable shows the flying boat services then operated from Southampton to Durban three times a week. F/Lt Gazda flew the S.23 flying boats from Cairo to Khartoum, and on another once-a-week route from Kisumu to Lagos via ports on the Congo River.

Imperial Airways Africa Timetable, April, 1939

Miles from Southampton	PORTS OF CALL Junctions and Termini shown in CAPITALS (See Notes on the right)	Local Standard Time	Greenwich Mean Time	Days of Services
				Every
	LONDON (Waterloo) dep.	19 30	18 30	Tues. Thur. & Fri.
	Southampton England arr.	21 28	20 28	★
	SOUTHAMPTON dep.	05 30	04 30	Wed. Fri. Sat.
624	Marseilles France dep.	10 40	09 40	
1005	Rome Italy dep.	13 45	12 45	
1325	Brindisi Italy dep.	16 30	15 30	
1704	Athens Greece arr.	20 20	18 20	
	Athens dep.	05 00	03 00	Thur. Sat. Sun.
	ALEXANDRIA Egypt dep.	10 00	08 00	
2403	Cairo Egypt dep.	11 25	09 25	
2992	Wadi Halfa Anglo-Egyptian Sudan arr.	15 35	13 35	
	Wadi Halfa dep.	04 45	02 45	Fri. Sun. & Mon.
3441	KHARTOUM Anglo-Egyptian Sudan dep.	08 15	06 15	
3867	Malakal Anglo-Egyptian Sudan dep.	11 40	09 40	
4200	Juba Anglo-Egyptian Sudan dep.	14 30	12 30	
4536	Port Bell (Kampala) Uganda dep.	18 05	15 30	
4682	KISUMU Kenya Colony arr.	19 20	16 35	
	Kisumu dep.	06 00	03 15	Sat. Tues
5135	Mombasa Kenya Colony dep.	09 50	07 05	
5329	Dar-es-Salaam Tanganyika Territory dep.	11 55	09 10	
5550	Lindi Tanganyika Territory dep.	14 10	11 25	
5900	Mozambique Portuguese East Africa arr.	16 10	14 10	
	Mozambique dep.	05 30	03 30	Sun. Wed.
6413	BEIRA Portuguese East Africa dep.	10 05	08 05	
6930	Lourenço Marques Portuguese E. Africa dep.	14 25	12 25	
7216†	DURBAN Natal arr.	16 35	14 35	



Short S.23 Empire Flying Boat



F/Lt. Gazda's log book shows three flights in a flying boat in late 1941. During the time he was in North Africa (1941-1944), this flight was most certainly on a Short S-23 Empire flying boat operated by British Overseas Airways Corporation pilots for the RAF. BOAC maintained a regular schedule between Durban and Cairo (via Khartoum) throughout the war. It was part of the famous "Horseshoe" route that ran from Durban to Cairo to India to Australia and New Zealand. BOAC also flew an S.23 between Kisumu Tanganika and Lagos Nigeria via points in the Belgian Congo once a week during this time. Gazda was a passenger on one of these flights in August, 1941.

Short S-23 Empire Flying Boat

Role:	Mail and passenger carrier
Manufacturer:	Short Brothers
Primary users	Imperial Airways/BOAC Qantas Empire Airways Royal Australian Air Force Royal Air Force
Produced:	1936-1940
In Service:	1937-1947
Number built:	42
Passengers	24 (17 if extra mail carried)
Length:	88 ft (26.82m)
Wingspan:	114 ft (34.75 m)
Height:	31 ft 9¾ in (9.70 m)
Empty weight:	23,500 lb (10,659 kg)
Max. takeoff wt:	40,500 lb (18,370 kg)
Powerplant:	4 × Bristol Pegasus radial engines, 920 hp each
Maximum speed:	200 mph (322 km/h)
Range:	760 miles (1,223 km)
Service ceiling:	20,000 ft (6,100 m)

Imperial changed its name to British Overseas Airways Corporation (BOAC) in late 1939. But with the closing of the Mediterranean to British civil aircraft due to Italy's entry into the war, the trans-African land route, flown by Gazda and his fellow ferry pilots, assumed a much more important position. In August, 1940, BOAC flying-boats, now requisitioned by the RAF, opened a regular service between England and West Africa via Portugal. This and the land plane route from West Africa to Khartoum then became the main artery from the UK to the Horseshoe Route that ran from Durban through Egypt to Iraq, India, and at that time, to Singapore, Australia and New Zealand.

The trans-African flights were generally along the old Imperial Airways routes, landing at the old stopping places. Most carry mainly military and RAF personnel and equipment. Such picturesque spots as Kano, Fort Lamy, El Geneina, and El Fasher are on this route. At most of them, passengers are accommodated when there is an overnight stop, in rest homes specially built and equipped for European travellers in these tropical regions by Imperial Airways in the late 1930s.

The trans-African land plane services, operated by BOAC and Pan American, were usually operated with Lockheed L-14 Electras, Lockheed L-18 Lodestars, Douglas DC-2s and DC-3s and De Havilland 95s.

BOAC also operated a flying-boat route across central Africa. The service operated once each week in each direction from Lagos to Libreville, Pointe Noire, Leopoldville, Coquillatville, Stanleyville, Butiaba, Port Bell, Juba, Malakai, Khartoum, Wadi Haifa, Luxor, and Cairo.

Bristol Bombay

Gazda's log book shows a 2-hour flight as a passenger in September, 1941, in a Bombay, which was a twin engine RAF transport plane capable of carrying 24 passengers. Introduced in 1939 and retired in 1944, only 51 were built. Length 21.1 m, Wingspan 29.2 m, Height 6.1 m, Loaded weight 9,173 kg. Two Bristol Pegasus radial engines, 1,010 hp each. Maximum speed 309 km/h, Cruise speed 268 km/h, Maximum Range 3,560 km. A slow, ungainly beast was the Bombay.



October, 1941

Trans-Africa Flight #5

A Hurricane to the Great Pyramids

Another Hurricane delivery, landing at familiar air fields with El Obeid making its first appearance on the list. The flight terminated at the Fayoum Road airfield, on the southwest side of Cairo very near the great pyramids.

The return trip in a Lockheed Lodestar took 21 hours of flying time.

YEAR 1941		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
		-	-	-	-	TOTALS BROUGHT FORWARD
October	13	Hurricane		Self		Test
-	14	-		-		Tahoudi - Lago
-	-	-		-		Lago - Kaus
-	15	-		-		Kaus - Maiduguri
-	-	-		-		Maiduguri - El Geneina
-	16	-		-		El Geneina - El Obeid
-	-	-		-		El Obeid - Khartoum
-	17	-		-		Khartoum - U-Halfa
-	-	-		-		U-Halfa - Fayoum Rd.
Summary for October.				1. Hurricane.		
Unit A.D.U.				Types 2. -		
Date. 20. 9.				Signature. <i>James</i>		
		Lockheed				Cairo - Tahoudi
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD
191 Hrs. 50 Mins.						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
3.50	128.25			6.00	30.35					83
	1.00									
	2.15									
	3.05									
	2.00									
	3.50									
	3.50									
	1.20									
	2.40									
	3.00									
-	23.00	-	-	-	-	-				
-	-	-	-	-	-	-				
-	-	-	-	-	-	-				
										21.00
3.50	151.25	-	-	6.00	30.35	-	-	-	-	104.00

A. J. Douch, F/LT.
O. C. No. 2 Section
A.D.U., M.E.

Two delivery flights, then on to the Shark Squadron

November, 1941

Gazda flew trips in November, the first in a Hurricane. After a test flight on the 11th (to make sure it was assembled correctly), he set out on the 12th flying from Takoradi to Kano with a fuel stop in Lagos. On the 13th he flew a total of 6:15 hours from Kano to El Fasher, with fuel stops in Maiduguri and El Geneia. El Fasher did not have much in the way of deluxe accommodations, so the overnight was more like camping than in a hotel. On the 14th, just a short 2:50 run to Khartoum. On the 15th, another long day in the air, Khartoum to Wadi Halfa to the Fayoum Road airbase just

southwest of Cairo. He returned to Takoradi in the Lodestar. The second trip in November was in a Blenheim. This trip ran from Takoradi to Khartoum's Wadi Seidna airbase. Overnights were in Kano and El Geneia. After delivering the Blenheim, Gazda flew from Khartoum to Cairo on the BOAC Short S.23 flying boat, then back to Khartoum, each leg taking 7 hours. No dates were given for the return flights, so its not known how long he spent in Cairo, or for what reason. In late December, Gazda began training flights for his upcoming combat service with the 112th Shark Squadron.

Trans-Africa Flight #6 and #7

YEAR 1941		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
TOTALS BROUGHT FORWARD						
November	11	Hurricane	-	Self	-	Test
-	12	-	-	-	-	Takoradi - Lagos - Kano
-	13	-	-	-	-	Kano - Maiduguri - El Gen. - El Fasher
-	14	-	-	-	-	El Fasher - Khartoum
-	15	-	-	-	-	Khartoum - Wadi Halfa - Fayoum Rd.
		Lockeed				Cairo - Takoradi
November	25	Blenheim	-	Self	-	Test
-	26	-	-	-	-	Takoradi - Lagos
-	-	-	-	-	-	Lagos - Kano
-	27	-	-	-	-	Kano - Maiduguri
-	-	-	-	-	-	Maiduguri - El Geneia
-	28	-	-	-	-	El Geneia - El Fasher
-	-	-	-	-	-	El Fasher - Wadi Seidna
Summary for November. 1) Hurricane. Unit A. D. U. Date 30. 11. Signature. <i>Gazda</i>						2. Blenheim
		F-Boat				Khartoum - Cairo
		F-Boat				Cairo - Khartoum
GRAND TOTAL [Cols. (1) to (10)]						
229 Hrs. 30 Mins. TOTALS CARRIED FORWARD						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
3.50	151.25	-	-	6.00	30.35	-	-	-	-	104.00
	1.00									
	5.30									
	6.15									
	2.50									
	5.45									
										21.00
					1.00					
					2.30					
					3.20					
					2.00					
					3.30					
					1.20					
					3.40					
				21.20						
					16.20					
										7.00
										7.00
										120.00
3.50	172.45	-	-	6.00	46.55					120.00

December, 1941- January, 1942: Training for the 112 Squadron

F/Lt Gazda made daily flights in Hurricanes and Tomahawks of about 1-hour duration, which suggest training flights preparing for his upcoming service in the 112 Shark Squadron.

I think the entries in the "Duty" column are the exercises he practiced during the training. There were a lot of "5" and "3" exercises, whatever they were.

The summary for December and January shows Gazda flew 17:10 hours in various Hurricanes and 12:45 hours in several Tomahawks.

The January 17 cross-country flight of 1:55 duration was flown in part out of Khartoum. This may be where this fighter training took place, since the last entry on the Nov 1941 page shows him in Khartoum.

The total flying hours listed at the bottom of the page apparently show times for December 1941 and January 1942 only, as they do not jibe with the times shown at the end of November, 1941.

YEAR 1941		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MUL	
MONTH	DATE	Type	No.				DAY (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)
TOTALS BROUGHT FORWARD							3'50	22'25'	-	-	6.	6'30'
Dec	23	Hurricane	7417	SELF	-	EX. 2.	1'05	-	-	-	-	
"	24	"	3423	"	"	" 3	45'	-	-	-	-	
"	27	"	4022	"	"	" 5	1'10	-	-	-	-	
"	28	"	4782	"	"	" 5	1'10	-	-	-	-	
"	28	"	4837	"	"	" 5	0'15'	-	-	-	-	
"	28	"	4792	"	"	" 5, 9, 11"	1.05	-	-	-	-	
"	29	"	4845	"	"	" 5, 9	1.05	-	-	-	-	
Jan	2	"	4103	"	"	" 5, 9	1.00	-	-	-	-	
"	3	"	4245	"	"	" 5, 19"	1.00	-	-	-	-	
"	3	"	3250	"	"	" 5, 11", 9.	1.00	-	-	-	-	
"	4	"	4345	"	"	" 5, 9	0'55	-	-	-	-	
"	5	"	4103	"	"	" 5, 9	1.05	-	-	-	-	
"	5	"	4712	"	"	" 9, 11", 5"	1.05	-	-	-	-	
"	6	"	4850	"	"	" 5, 9, 7, 12	1.05	-	-	-	-	
"	7	"	2123	"	"	" 5, 9, 11"	1.00	-	-	-	-	
"	7	"	4022	"	"	" 17, 17, 17"	1.00	-	-	-	-	
"	8	Tomahawk	310	"	"	" 2	0'30	-	-	-	-	
"	9	"	286	"	"	" 3, 2	1.05	-	-	-	-	
"	9	"	310	"	"	" 3	1.00	-	-	-	-	
"	10	"	320	"	"	" 3	0'50	-	-	-	-	
"	10	"	320	"	"	" 7	1.00	-	-	-	-	
"	12	"	293	"	"	7 11", 14	1.15	-	-	-	-	
"	13	"	316	"	"	" 13, 19"	1.15	-	-	-	-	
"	14	Tomahawk	273	SELF	"	5, 9.	1.15	-	-	-	-	
"	14	"	316	"	"	EX. 13, 19"	1.	-	-	-	-	
"	15	"		SELF	"	" 15	1.15	-	-	-	-	
"	17	"	961.	"	"	CROSS COUNTRY Summit Khartoum.	1.55	-	-	-	-	
"	19	Hurricane	7417	"	"	EX. 4.	1.10	-	-	-	-	
Summary for Dec 41 & Jan. 1942							17.10	-	-	-	-	-
Unit 11 O.T.U. (M.E) Aircraft							12.45	-	-	-	-	-
Date 21.1.1942. Types								-	-	-	-	-
Signature Gazda								-	-	-	-	-
GRAND TOTAL [Cols. (1) to (10)]							3.50	52'40"	-	-	6	6'30'
68 Hrs. 0.0 Mins.							(1)	(2)	(3)	(4)	(5)	(6)
TOTALS CARRIED FORWARD							31.40					

The Curtiss P-40 Tomahawk

Gazda's log book shows his first flight in a Curtiss Tomahawk was on January 8, 1942, a 30-minute flight. He flew a number of different Tomahawks during the next nine days, including a 1:55 cross country flight that ended in Khartoum on the 17th.

Curtiss P-40C Tomahawk IIA

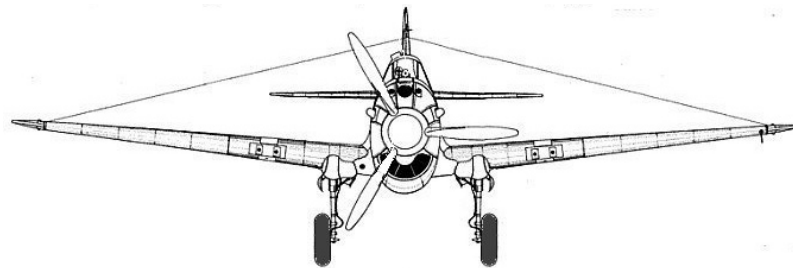
Role	Fighter
National origin	United States
Manufacturer	Curtiss-Wright Corporation
First flight	13 March 1941
Number built	930
Crew:	1
Length:	31.67 ft (9.66 m)
Wingspan:	37.33 ft (11.38 m)
Height:	12.33 ft (3.8 m)
Empty weight:	6,070 lb (2,753 kg)
Max. takeoff wt:	8,810 lb (4,000 kg)
Powerplant:	1 × Allison V-1710-33 liquid-cooled V12 engine, 1,040 hp
Maximum speed:	352 mph (566 km/h)
Range:	730-1230 mi (1,173-1977 km)
Service ceiling:	32,400 ft (9,875 m)
Guns:	2 x 0.50 in. Browning machine guns in the nose. 4 x 0.30-inch Brownings in wings

Two 0.50 in. machine guns were mounted here on most Tomahawks

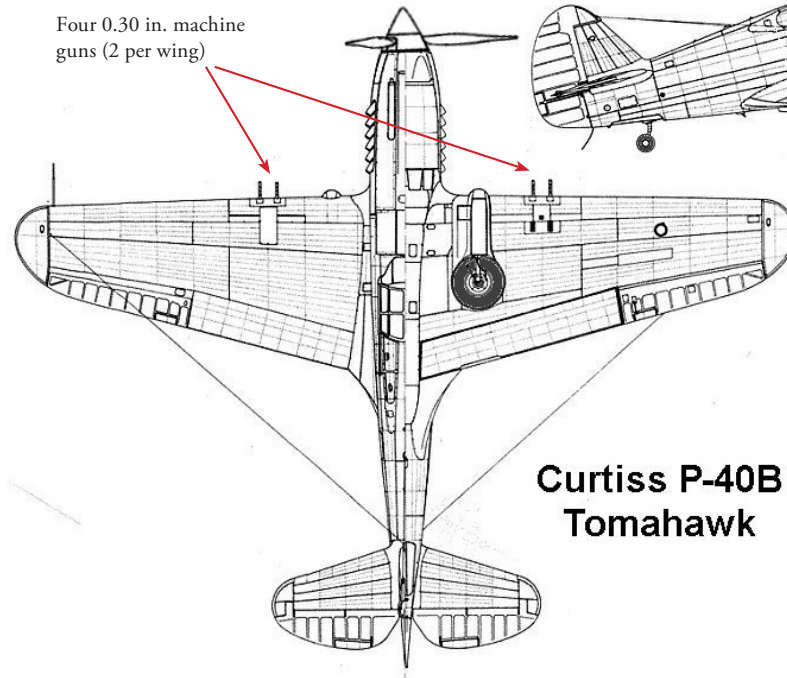
"Shark mouth" design varied from plane to plane. The Tomahawk had a smaller air intake than the later Kittyhawks.



Curtiss Tomahawk Mk IIB of No. 112 Squadron, RAF, based at Sidi Haneish (North Africa) in October 1941.



Four 0.30 in. machine guns (2 per wing)



The fuselage hard-point could carry one 500 lb bomb or a 50-gallon drop tank.

Curtiss P-40B Tomahawk

Summary and assessment, January 21, 1942

This summary is for the fighter training he undertook starting on December 23, 1941, and ending on January 19, 1942, as shown on the previous page.

He had a total of 29:55 hours flight time in two types- 17:10 hours in Hurricanes and 12:45 hours in Tomahawks.

Assessment as a "F"ighter pilot was "Above Average." No weaknesses were noted.

SUMMARY OF FLYING AND ASSESSMENTS FOR O.T.U.
 COURSE COMMENCING *23rd December 1941*....
 (For Officer insert "JUNE", for Airman pilot,
 "AUGUST".)

	S.E. AIRCRAFT		M.E. AIRCRAFT		TOTAL	GRAND TOTAL.
	DAY	NIGHT	DAY	NIGHT		
DUAL	/	/	/	/	/	All Ser- vice fly- ing.
PILOT	<i>29.55</i>	/	/	/	<i>29.55</i>	
PASSENGER						

ASSESSMENT OF ABILITY.
 (To be assessed as:- Exceptional, Above the Average,
 Average or Below the Average.)

(I) As a ; ; ; ; ; F... PILOT *Above Average* :....
 (II) As PILOT-NAVIGATOR/NAVIGATOR *N/A*.....
 (III) IN BOMBING *N/A*.....
 (IV) IN AIR GUNNERY *N/A*.....
 "Insert - "F", "L.B.", "G.R.", "S.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE
 WATCHED. *N/A*

DATE *21.1.1942* SIGNATURE ... *J. S. Ellis* ... *W. G. ...*
 OFFICER COMMANDING *1071 (112) OTU* ... *...*

Gazda joins the Desert War December 1941–May, 1942

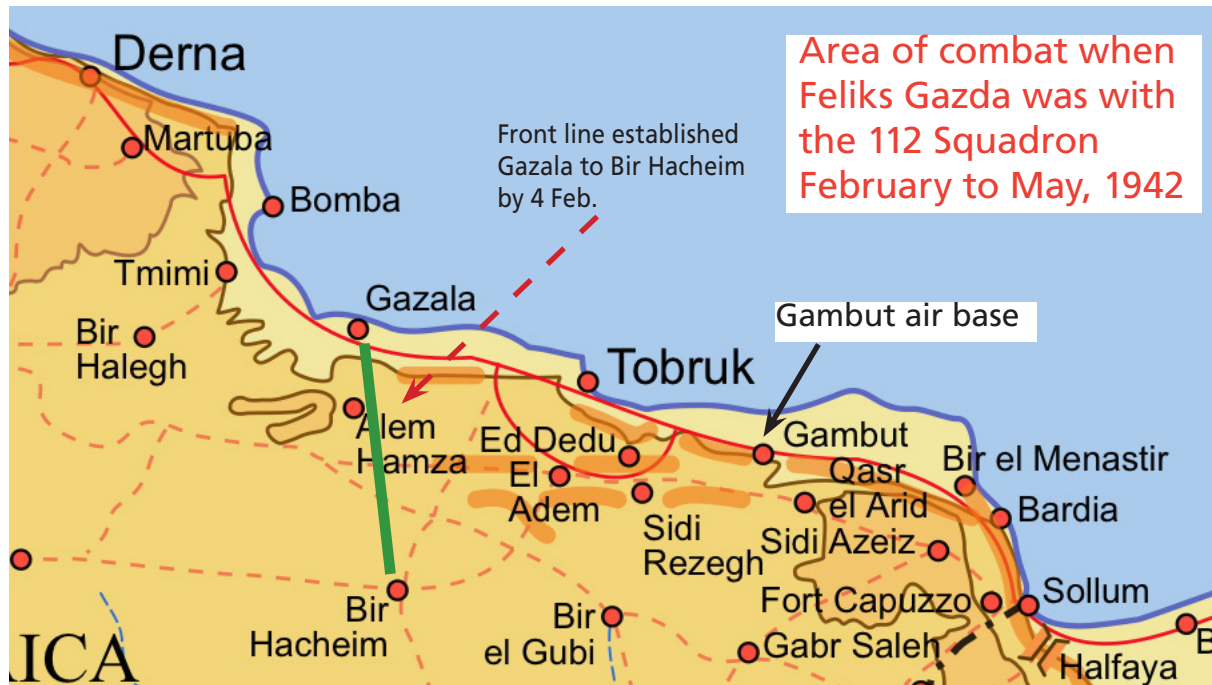
Feliks Gazda, like many ferry pilots, hoped to get into the action in North Africa in 1941. British forces were in a furious battle with Rommel's Afrika Korps and in 1941, the British were not winning.

In December, 1941, Gazda and other Polish pilots were chosen to fly fighter planes on the African front. On 9 February 1942 Gazda joined the 112 "Shark" Squadron at the Gambut air base in eastern Libya. Soon, he began flying Curtiss Kittyhawks over the Libyan front, completing six missions in February and March, before transferring out of the squadron on May 5.



The Desert War in 1942

- 21 January: Rommel's second offensive begins from El Agheila.
- 29 January: Benghazi is captured by Axis forces.
- 4 February: Front line is established between Gazala and Bir Hacheim.
- 9 February: Feliks Gazda flies his first combat mission out of Gambut.
- 5 May: Gazda transfers out of the 112 Squadron after completing his 3-month assignment.
- 26 May: Axis forces assault the Gazala line; the Battle of Gazala and Battle of Bir Hacheim begin. Axis forces gain the upper hand.
- 21 June: Tobruk is captured by Axis forces. Gambut air base is also captured.
- 30 June: Axis forces reach El Alamein and attack the Allied defences.
- 31 July: Allied commander Auchinleck calls off offensive activities to allow the Eighth Army to regroup and resupply.
- 13 August: Gen. Montgomery takes command of the British Eighth Army.
- 5 November: Axis lines at El Alamein are broken. The Allies push westward.
- 13 November: Tobruk captured by Eighth Army.
- 15 November: British forces capture Derna.
- 20 November: Benghazi captured by Eighth Army.
- 12 December: Eighth Army starts an offensive towards Axis forces near El Agheila.



February–
March, 1942

Combat duty with the 112 Squadron

The first time Gazda flew a Kittyhawk was on February 12, 1942, as he prepared for combat at Gambut Air Base in Libya. After two 25-minute local flights to “experience type”, he went off to active combat. His training (in Khartoum?) was in the similar Curtiss Tomahawk.

Three flights seem to be 20-minute hops from Gambut airbase to El Adem airbase, just south of Tobruk.

On March 9, Gazda flew in the famous Kittyhawk serial number AK 772, GA Y, “City of London” on a fighter sweep that lasted 1:15. The day before, he flew Kittyhawk AK 900, GA A, which was the same aircraft in which Squadron Leader Caldwell made his first bomb drop tests on March 10, 1942, with a single 250-pound bomb. Later in the war, Kittyhawks were sometimes used as bombers, which led to a new nickname “Kittybomber.”

YEAR 1942	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						
	Type	No.				DAY		NIGHT		DAY			NIGHT			
						DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
					TOTALS BROUGHT FORWARD	3.50	52.40	-	-	6	6.30					
FEBRUARY																
- 11 -	12	KITTYHAWK	584	SELF.	- " -	EXPERIENCE TYPE	-	25'								
- 11 -	12	- " -	802	- " -	- " -	- " -	-	25'								
- 11 -	15	- " -	802	- " -	- " -	Fighter Sweep	-	1.20'								
- 11 -	18	- " -	781	- " -	- " -	Patrol	-	.40								
- 11 -	18	- " -	781	- " -	- " -	Eladem - Gambut	-	20'								
- 11 -	19	- " -	762	- " -	- " -	Gamb. ELad.	-	20'								
- 11 -	19	- " -	- " -	- " -	- " -	EL. Gamb.	-	20'								
MARCH	8	- " -	900	SELF.	- " -	Fighter Sweep	-	1.25'								
- 11 -	9	- " -	772	- " -	- " -	- " -	-	1.15'								
- 11 -	13	- " -	994	- " -	- " -	Interception	-	-35'								
- 11 -	13	- " -	802	- " -	- " -	- " -	-	-20'								
SUMMARY FOR February and March Unit 112. Sqn DATE 1.4.1942 SIGNATURE <i>Gazda</i> TYPES KITTYHAWK						7.25										
GRAND TOTAL [Cols. (1) to (10)]						3.50	59.05	-	-	6	6.30					
TOTALS CARRIED FORWARD						(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	

Again, the times at the bottom of the page are for February and March, 1942, only, representing the time Gazda spent preparing for and serving in the 112 Squadron.

112 Squadron Markings

By the time that the Squadron re-equipped with Kittyhawks in December 1941 the new code letters "GA" were used. Note that the wing root fairing goes over the top of the fuselage roundel yellow - this was common on RAF Tomahawks both in the UK and North Africa. The serial number is smaller than the standard 8 inches specified, being about only 6 inches high. This again was a common feature on aircraft in the African theater.

112 Squadron Codes

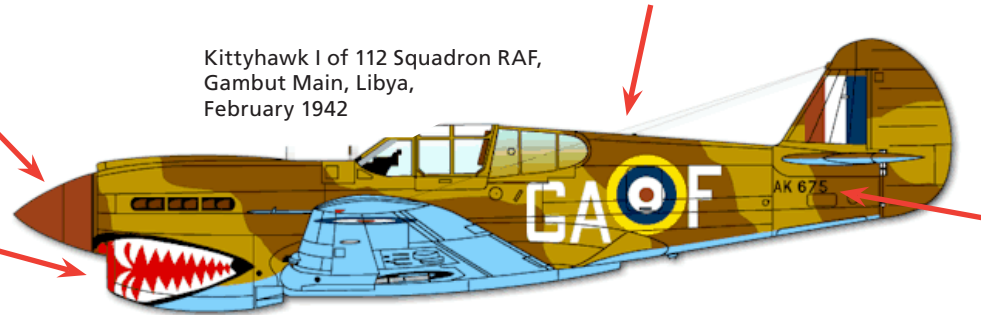
XO	May 1939 - Sep 1939
RT	1940 - Jun 1941
GA	Jun 1941 - Dec 1946

Red Spinner

The propeller spinner is painted the normal dull red recognition colour used on fighters right through the war in the Mediterranean Theatre.

Shark Mouth

While not official, this appeared on almost every P-40. The details of the design varied from plane to plane.



Kittyhawk I of 112 Squadron RAF, Gambut Main, Libya, February 1942

Serial Number

Numbers began with two letters, such as AK, followed by an individual 3-digit number. For example, one of Gazda's Kittyhawks carried "AK 719".



A newspaper clipping of Polish airmen in Libya (annotated to show F/LT Gazda in the picture)

Felix Gazda's Experiences in the Shark Squadron



14. F/Lt Gazda in tropical outfit

This is the report of F/Lt Feliks Gazda in service with the 112 "Shark" Squadron, in 1941 and 1942. Gazda was stationed at RAF Gambut, which was a complex of six military airfields in Libya located about 50 kilometers (31 mi) east-southeast of Tobruk. The complex was an important facility, used by a large number of RAF squadrons, including the 112th.

Gazda left Gambut on 5 May 1942. Axis forces captured Gambut on 21 June 1942 after the Battle of Tobruk. The airfield saw use by the German Luftwaffe until its recapture by the New Zealand 4th Infantry Brigade on 25 November, 1942.

by Feliks Gazda, F/Lt, RAF

(translation by Diana Dale)

Report covering fighter pilot training and work in the 112 Shark squadron at the front from November 11, 1941 to May 5, 1942

The fighter pilot school in Khartoum provided an opportunity for an excellent preparation for battle. In spite of this, the majority of our pilots came out of it without adequate preparation. Pilots were rarely assigned individually to the training course as we were. More often, members of entire squadrons and other organized units passed through the entire program on the orders of their commander. As a result, individual pilots tried to leave the school as quickly as possible, without sufficiently mastering their training. This is how it was for us with these pilots. They left for the front having between 14-20 hours of formation flying (this was something we noticed

in particular). The school authorities took into account the desire to go to the front quickly and so, a pilot with sufficient number of hours but not the quality of assignments, could leave the school.

Training in Operational Training Units (OTU) consisted of ground and air training:

Ground training (servicing of equipment and tactical training) allowed pilots the possibility of acquiring the maximum knowledge in a very accessible format. The British and our Polish authorities ensured the acquisition and making possible these studies. We had all the educational help possible. All the instructors worked hard on our behalf. The Polish authorities assigned us translators and all tactical training was translated into Polish. Pilots sufficiently mastered the ground training.

Air training. The time for air training was not specified, a pilot could study between 3-7 weeks depending on how fast he wished to go to the front. The training program consisted of 25 assignments, including night flights.

Our pilots were not trained sufficiently. There were reasons for this: (our) pilots had between 100 to 150 hours of ferrying flights on fighter aircraft, resulting in the school authorities viewing them as experienced fighter pilots, apparently not realizing that except for good landings, these people had absolutely no idea of fighter pilot training. After having flown many hours as a ferry pilot, and an insufficient amount of hours as a fighter pilot, they were supposed to go to the front - they finished school. The pilots themselves began to say that school had not given them anything. It did not give them anything because they wanted to leave quickly. For example, one can give witness by comparing my flights to theirs. I was a fighter pilot for 8 years. They were, for the most part, civil pilots of flying clubs. In school, I carried out about 25 flights, among these 10 involved firing my weapons. Others executed between 14 and 20 (flights), among them just two or three with weapons practice. Our superiors heard about this and also gave the oppor-



tunity for additional schooling. The pilots, except for me, were all sent to gunnery school in Bibeis. I am not able to write much about that school. I know that the school had been recently established, was not completely organized, and that there, they [the pilots] executed between two and six flights and returned to the front.

The will to finish quickly as well as not paying attention to my recommendations (I could only serve by giving advice since I had no other authority), avenged itself. In my opinion, there were about four pilots who were good as ferry pilots; the rest were barely able to maintain themselves in the air. As an example, I can mention a conversation after a sortie. When I asked a pilot what he did when he was attacked by the enemy, he answered, "I pushed my stick and escaped to earth." Or, a pilot exits from his plane after a patrol says "today's flight went very well, because the gyro was always in the middle".

We arrived at the front to be part of the 112 squadron on February 10, 1942. There we were introduced to a new type of aircraft, the "Kittyhawk". Again, the pilots did not listen to my advice; for them only the English were their superiors. Without any real training, after just two test flights, we flew fighter missions. During the first flight, F/O Matusiak was killed while doing a dogfight within 100 meters in an unknown type of aircraft for him.

The following was the method of putting us to work: After completing two flights on the new type of aircraft, the commander asked if we felt good. Naturally, we all replied that we felt more than good. We should have, in my opinion, executed between five and ten flights. We were posted on the waiting list for sortie. This was quite a briefing. To remain at the ready. The work in the squadron was organized in such a way that for half the day,



1943: A Kittyhawk Mark III of 112 Squadron, taxiing through scrub at Medenine, Tunisia. The aircraftman sitting on the wing is directing the pilot, whose view ahead is hindered by the aircraft's nose, a common problem for tailwheel aircraft when taxiing.

half the pilots sat in their aircraft and then the next half of the day, the second half of the pilots did the same. If there was a readiness, then the pilots sat around all day. I did not hear of any assignments which went beyond the appointment of a place in battle listing. Preceding and following a flight, with the exception of when there was a meeting, it was necessary to give a report to the information officer.

The news of the enemy and equipment was limited to the posting of aircraft silhouettes in the officers' mess. I do not recall us being informed of news about where the enemy front was or where their air bases were located. The planes were not identified by name and in this connection I heard

complaints from our pilots. The method of how assignments were executed was as follows: The squadron's officer commanding (who had about 20 hits) had a couple of section leaders. The rest of the pilots, as extras, covered the rear. During the attack of the enemy, which was generally from a higher altitude (Kitty is a low altitude plane) the pilots turned either towards the left or right. Those attacked were left on the battlefield, and the rest, not seeing

the enemy, returned to the air base. I cannot recall if any squadron returned to the air base as a whole. Return to base was done singly, in pairs and in groups of fives. The reasons for this were unknown, due to the fact, I suspect, that no one asked.

There were quite a few encounters, about three a week. There were losses in each encounter, with the exception of encounters with Italians. The mood was, after a while, generally poor. Pilots were killed by the enemy or got into a flat spin- that is how three pilots died during my stay with the squadron.

On one occasion, three priests of different faiths came to our squadron. They sat with us, heard confessions, and held services. Coinciding with their visit, the quality of our food improved because there was a joint mess set up with the non-commissioned officers. This was during a particularly depressing time. This method of religious consolation, did not, I suspect lift the mood. For me, personally, it had a negative impact.

The activities executed were the following:

1) interception 2) close cover 3) bombing 4) sweeps

Interception: The first type of activity, so-called scrambling, where pilots were in their aircraft, had as its objective, to fight the enemy who had crossed the front. This method was not always effective at a distance of about 70 miles from the front. So, after a certain time, the squadron was moved to about 40 miles from the front. The enemy harassed our squadron by bombing using single fighter planes, sometimes quite accurately, due to the impossibility for complete or even partial camouflage in the desert. We were forced to move the squadron backwards. The resolution of this matter was as follows: for the daytime, the

squadron started for the advanced air base and in the evening returned to the main base. It was a type of ambushing to a large extent. I think this was a better approach to our work, although it was changed after a short time.

Cover: This type of activity did not differ from our cover, with the exception that cover here was not only from above, but also for both sides of the bombing formation.

Bombing: The target was sought out by the pilot or assigned in advance. Bombing from low altitudes gives excellent results. I saw how one fighter pilot damaged about six planes on one flight.

Sweeps: Sweeps are done by two squadrons, and in the following way, so that part of the flying force flies over the enemy (for example, an air base), and then the majority of the forces encounters the enemy after the passing over and provoking of the enemy. The objective and method of this type of activity does not differ from our own. The destruction of the enemy which is encountered happens at various altitudes.

General observations. In spite of inadequate flight training from a fighter pilot perspective, pilots flew quite often, especially the non-commissioned officers, in difficult desert conditions and put in enormous degrees of effort. People got used up at a very high rate in these conditions. Evidence of this is the fact that, during my term of service with the squadron from 10 February 1941 to 5 May 1942, the entire personnel of the squadron changed, with the exception of three other pilots and eight of our own group.

The English personnel section is, in my opinion, very good, since they facilitate matters for each pilot to transfer to a non-operational unit after three months duty. As a result, the mood among pilots does not manifest itself by hopelessly sitting in the squadron until the time of their demise. Among our pilot group of eight, three were shot down. Witnessing this, seeing their colleagues leaving the squadron and encountering other problems probably caused them to apply for transfers to Polish squadrons.

The exhaustion of combat troops, support staff and equipment in the desert is incommensurably big compared to that in other situations. In these special conditions it is necessary, in my opinion, to rotate personnel like the

Feliks Gazda's Experience, continued

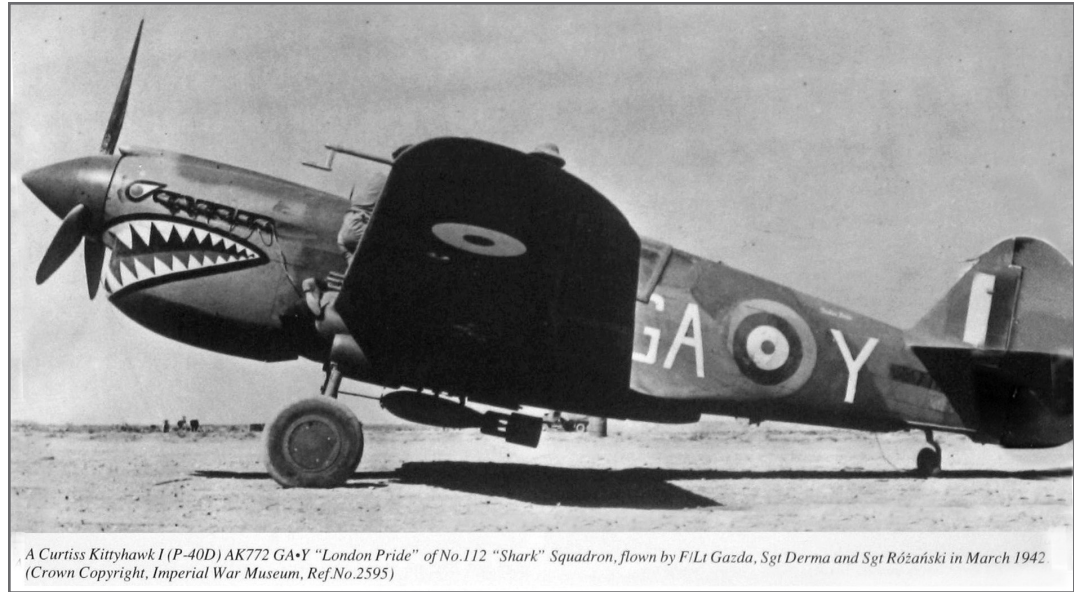
English do. A squadron made up of so many nationalities, does not give excellent results. In spite of professional collegiality, small groups always form. There were about 3 English, about 3 Canadians, 8 Australians and 8 Poles.

Radio communications can often be misleading or create linguistic misunderstandings, especially in serious situations, when one needs them most.

Encounters and tactical battles with the enemy. Encounters, as I have noted previously, happened quite often. In principle the enemy flew at a greater altitude than us and attacked from above. Our course of action was, in such cases, defensive. We avoided [the enemy] by turning right or left and attacked the enemy after being attacked by them. We had a numerical superiority, outnumbering them, in spite of the fact that about 15% of our aircraft did not start for one reason or another.

The Germans flew together with the Italians very often. The Italian Macchi 202 aircraft, during battles with our pilots, proved to be inferior. During one battle, there was a loss of about 10 Macchis. The Messerschmitt Bf.109s appeared in groups of two, four or six. The Germans flew in small groups, attacking even our large groups, attacking once and escaping, not engaging in battle. Once or two to three times a month, about 30 or 40 Messerschmitts appeared making obvious sweeps. It is suspected that they gathered at the base in Sicily for a couple of days, and then again formed small groups, attacked us and made their escape.

I will say a few words about the bases. The bases were good landing grounds, always able to refuel entire squadrons simultaneously. After starting out, we gained altitude in the desert, where there were not much surveillance. It was difficult to camouflage the base. Camouflaging was limited to installing the squadron in a vast space, 2 kilometers. Sometimes, they positioned decoy aircraft- German planes or our own no longer serviceable aircraft- in various places. I did not see any German bombers during the daytime, most likely as a result of our advantage. However, I did witness, on a couple of occasions, that they did bomb us using single Messerschmitt 109 fighter planes. The enemy flew very high, and then at a certain time, with a suitable angle of light, they flew down low over the base, dropping bombs. The night fighter air force has a relatively good job, because of the clear nights and frequent enemy flights.



A Curtiss Kittyhawk I (P-40D) AK772 GA-Y "London Pride" of No.112 "Shark" Squadron, flown by F/Lt Gazda, Sgt Derma and Sgt Rózański in March 1942. (Crown Copyright, Imperial War Museum, Ref.No.2595)



Kittyhawk Mark IA of 112 Squadron RAF based at LG 91, Egypt, which force-landed at El Daba following combat with Messerschmitt Bf 109s.



Frequent sandstorms make live miserable in Libya.

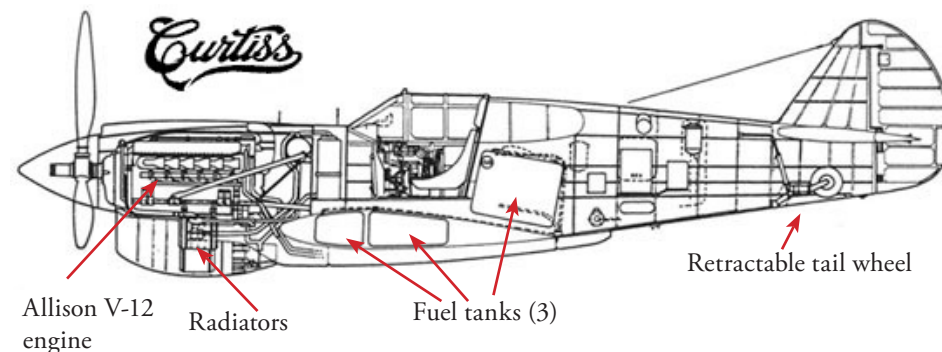
The Kittyhawk flown by F/Lt Feliks Gazda

Kittyhawk AK 772 GA Y was flown by F/Lt Gazda at least once in March, 1942. Other sources say it was also flown by 112 Squadron Leader Clive Robertson Caldwell. In addition to the six machine guns, the aircraft carried a 250-lb GP Bomb fitted with a surface-burst impact fuse under the fuselage. The aircraft was lost on 30 May 1942 during a ground attack mission near Bir Hacheim Libya, shortly after F/Lt Gazda left the squadron. Its Australian pilot, Pilot Officer H. G. Burney, was killed.

Incidentally, the GA Y identification was applied to more than one Kittyhawk in the Desert Air Force. GA stood for the 112 squadron, the Y was for the individual aircraft. All 24 letters were used, and then some. A “?” was sometimes used among other symbols. When one plane was destroyed, its three letter ident was painted on a replacement. Only the serial number (AK 772) was unique to one aircraft.



Kittyhawk Mk IA of the 112 Sqn, 239 wing, 211 Group of the Desert Air Force at Gambut Air Base, Libya. Code letters: GA Y, RAF Serial no. AK 772 Nicknamed "Pride of London"



Allison V-12 engine

Radiators

Fuel tanks (3)

Retractable tail wheel

Curtiss P-40E Kittyhawk Mk IA

Role	Fighter aircraft
National origin	United States
Manufacturer	Curtiss-Wright Corp.
First flight	14 October 1938
Produced	1939–1944 (for all P-40 variants)
Number built	13,738 (for all P-40 variants)
Unit cost	US\$44,892 in 1944
Crew:	1
Length:	31.67 ft (9.66 m)
Wingspan:	37.33 ft (11.38 m)
Height:	12.33 ft (3.76 m)
Empty weight:	6,070 lb (2,753 kg)
Max. takeoff wt:	8,810 lb (4,000 kg)
Powerplant:	1 × Allison V-1710-39 liquid-cooled V12 engine, 1,150 hp
Maximum speed:	360 mph (580 km/h)
Cruise speed:	270 mph (435 km/h)
Range:	650 mi (1,100 km)
Service ceiling:	29,000 ft (8,800 m)
Rate of climb:	2,100 ft/min (11 m/s)
Guns:	6 × 50 caliber Browning machine guns with 235 rounds per gun in the wings
Bombs:	250 to 1,000 lb bombs to a total of 2,000 lb on 3 hard points (1 under the fuselage and 2 underwing)

Curtiss Kittyhawk Mk. IA, No. 112 "Shark" Squadron, No. 239 Wing, Desert Air Force, RAF. Gambut, Libya 1942.



May, 1942

Testing a Blenheim

Gazda left the Shark squadron on May 5, 1942, when his six-month tour of duty was completed. In mid-May he conducted three test flights in one or more Bristol Blenheim twin-engined aircraft. Where they took place is unknown.

YEAR 1942		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT							
MONTH	DATE	Type	No.				DAY		NIGHT		DAY			NIGHT			PASS- ENGER	
							DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)		(11)
-	-	-	-	-	-	TOTALS BROUGHT FORWARD												
May	11	Blenheim		Self	-	Test	3:50	172:45	-	-	6:00	46:55	-					139:00
-	12	-		-	-	-						1:00						
-	14	-		-	-	-						1:00						
												2:00						
GRAND TOTAL [Cols. (1) to (10)]							3:50	172:45	-	-	6:00	50:55	-	-	-	-	-	139
TOTALS CARRIED FORWARD																		

The flying times at the bottom of this page omit the times flown in the 112 Squadron.

At the end of November, 1941, his times were:

Grand Total: 229:30 Single engine dual: 3:50, Single engine pilot: 172:45, Multi engine dual: 6:00, Multi-engine pilot: 46:55, Passenger: 139:00

At the end of May, 1942, after flying Blenheims for 4 hours, his times were:

Grand Total: 233:30 Single engine dual: 3:50, Single engine pilot: 172:45, Multi engine dual: 6:00, Multi-engine pilot: 50:55, Passenger: 139:00

Back to the Aircraft Delivery Unit in Takoradi

August 1942

Trans-Africa Flight #8

There was no flying done between May 14 and August 10, 1942, as the Totals Brought Forward in August were exactly the same as those carried forward in May.

In August, Gazda made three local flights in a Hurricanes, apparently in the Cairo area. Three days after the last flight he flew as a passenger in a Lockheed Lodestar from Cairo to Takoradi, a 3-day journey of 22:40 flying time.

On August 21 he tested a Blenheim Mk. V aircraft in Takoradi.

On August 22, he set out in the same Blenheim for the Abu Sueir airbase near Ismailia, east of Cairo. The first leg was from Takoradi to "Ikeja", the airport for Lagos. On the 23rd, Ikeja to Kano. On the 24th, Kano to Maiduguri. No flying on the 25th. On the 26th, Maiduguri to Ft. Lamy to El Geneina. On the 27th, El Geneina to El Fasher to El Obied to Atbara airfield, located on the Nile north of Khartoum. On the 28th, Atbara to Wade Halfa to Luxor. On the 29th, Luxor to Abu Sueir. This trip took 8 days, much longer than the ones Gazda flew in 1941.

YEAR 1942	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER		
	Type	No.				DAY		NIGHT		DAY		NIGHT				
						DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)		1ST PILOT (9)	2ND PILOT (10)
	-	-	-	-	TOTALS BROUGHT FORWARD	3.50	172.45	-	-	6.00	50.55	-	-	-	139	
August	10	HURRYCANE	157	Self	experience		105'	-	-							
-11-	12	-11-11	592	-11-	cross country		050'	-	-							
-11-	14	-11-	636	-11-	-11-		035'	-	-							
-11-	17-19	Lockheed			Cairo - Takoradi										22.40	
-11-	21	Blenheim V	B.R. 378	Self	Takoradi - Air Test											
-11-	22	-	-	-	Takoradi - Ikeja											
-11-	23	-	-	-	Ikeja - Kano											
-11-	24	-	-	-	Kano - Maiduguri											
-11-	26	-	-	-	Maiduguri - Fort Lamy											
-11-	26	-	-	-	Fort Lamy - El Geneina											
-11-	27	-	-	-	El Geneina - El Fasher											
-11-	27	-	-	-	El Fasher - El Obied											
-11-	27	-	-	-	El Obied - Atbara											
-11-	28	-	-	-	Atbara - Wade Halfa											
-11-	28	-	-	-	Wade Halfa - Luxor											
-11-	29	-	-	-	Luxor - Abu Sueir											
Summary for August 1942 Unit: A.D.U. A.F.F. M.E. Dates: 31.8.42 Signature: <i>Gazda</i> for O.C. A.D.U. M.E.						2.30				24.55						
GRAND TOTAL - [Cols. (1) to (10)] 260 Hrs. 55 Mins.						TOTALS CARRIED FORWARD	3.50	175.75	-	-	6.00	75.50	-	-	-	161.40

September, 1942

Trans-Africa Flight #9

A long trans-African trip, certification to fly the Baltimore

This flight, in two Blenheims, took five days from the start in Takoradi to the end at Abu Sueir airfield near Cairo. The small airfield at Minna, Nigeria, made its appearance in Gazda's log book for the first time. He spent the nights of September 13 and 14 at that location, perhaps due to weather or, more likely, the need to fix something that went wrong with the aircraft. Minna was one of three airfields in the forested area of Nigeria between Lagos and Kano used by the RAF in emergency situations. Once over the desert, a pilot could simply land on the hardpan in an emergency. On the 15th, he made a short 1:25 flight from Minna to Kano where he spent the

night. He flew a total of 6 hours on September 16, making fuel stops in Maiduguri and Ft. Lamy before arriving at El Geneina where he spent the night. The log book shows that Gazda left Blenheim No. 529 at El Geneina and continued his journey in Blenheim No. 453, departing on September 17 for Khartoum's Wadi Seidna airport via El Fasher. On September 18, he completed the journey with a flight from Khartoum to Wadi Halfa to Luxor to Cairo-Abu Sueir, at total of 7:15 flying time. Gazda apparently remained in the Cairo area after this delivery to get certified to fly the Martin Baltimore.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	DAY		NIGHT		PASS- ENGER						
MONTH	DATE	Type	No.				DEAL	PILOT	DEAL	PILOT		DEAL	PILOT				
TOTALS BROUGHT FORWARD							3.50	175.15	-	-	6.00	75.40	-	-	-	161.40	
Septem	12	Blenheim	529	Self.	-	test - TAKORADI											
"	13	"	"	"	"	TAKOR. - Jkeja											
"	14	"	"	"	"	Jkeja - Minna											
"	15	"	"	"	"	Minna - Kano											
"	16	"	"	"	"	Kano - Maidugury											
"	16	"	"	"	"	Maid. - Lamy E.											
"	16	"	"	"	"	Lamy - Geneina											
"	17	"	453	"	"	Geneina Fashir											
"	17	"	"	"	"	Fashir W. Seidna											
"	18	"	"	"	"	W. Seidna - Kadi Hufya											
"	18	"	"	"	"	H. H. - Luxor											
"	18	"	"	"	"	Luxor - Abu Sueir											
Summary for September to 18. Unit. No. 453.																	
Blenheim																	
GRAND TOTAL [Cols. (1) to (10)]							3.50	175.15	-	-	6.00	100.50	-	-	-	161.40	
2.85 Hrs. 55 Mins.							(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)

Gazda arrived in Cairo on September 18, and on the 24th did two practice flights in the Martin Baltimore, which apparently lasted a total of 2 hours. The notation was "Competent to fly Baltimore."

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
TOTALS BROUGHT FORWARD						
Septem	24	Baltimore	AG695	Self.	-	experience landings
"	24	"	486	"	"	"
Summary for Septem. 18-24						
Unit. No. M. E. T. P.						
signature. Gas						
Baltimore.						

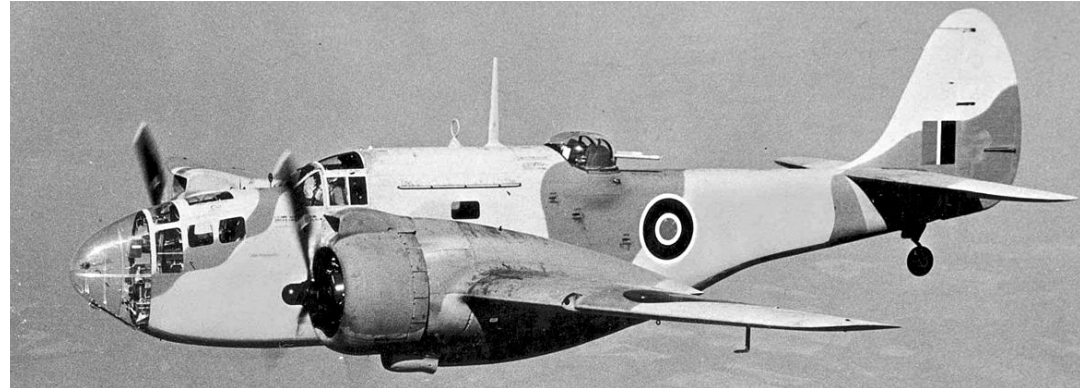
SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER	TOTAL FLIGHT HOURS IN COLS. (1) TO (10)	
DAY		NIGHT		DAY		NIGHT		DEAL	PILOT		DEAL	PILOT
DEAL	PILOT	DEAL	PILOT	DEAL	1ST PILOT	2ND PILOT	DEAL			1ST PILOT			2ND PILOT	(11)	DEAL	PILOT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
3.50	175.15	-	-	6.00	100.50	-	-	-	-	-	-	-
CONVERSION AND REFRESHER - TWIN FLIGHT. No. 1 MIDDLE EAST TRAINING SCHOOL.												
This is to certify that I, P. O. G. H. ALI, fully conversant with and understand the oil, petrol, ignition and under-carriage system of the Baltimore aircraft.												
Signed: <i>Gas</i>												
Date: 24.9.42												
Competent to fly Baltimore. 2:00												
O. C. <i>Ho</i>												

Martin Baltimore

The Martin 187 Baltimore was a light attack bomber built by the Glenn L. Martin Co. in Baltimore, Maryland, in the United States. Produced in large numbers for export, the Baltimore was not used in combat by the U.S. forces. The first British aircraft were delivered in late 1941 to equip Operational Training Units. The RAF only used the Baltimores operationally in the Mediterranean theater and North Africa.

The Baltimore represented a step up from older aircraft like the Bristol Blenheim. The users of the Baltimore praised the aircraft for its heavy armament, structural strength, maneuverability, bombing accuracy, and relatively high performance. But crews complained of cramped conditions. Due to the narrow fuselage it was nearly impossible for crew members to change positions during flight if wounded. The structure of the interior meant that the pilot and observer were separated from the wireless operator and rear gunner. This was common for most light bombers of the era like the Handley Page Hampden, Douglas Boston, and Blenheim. Crews also complained about the difficulties in handling the aircraft on the ground. On takeoff, the pilot had to co-ordinate the throttles perfectly to avoid a nose-over, or worse.

Thrown into action to stop Rommel's advance, the Baltimore suffered massive losses when it was utilized as a low-level attack aircraft, especially in the chaos of the desert war where most missions went unescorted. However, operating at medium altitude with fighter escorts, it had a very low loss rate, with the majority of losses coming from operational accidents, mostly on takeoff.

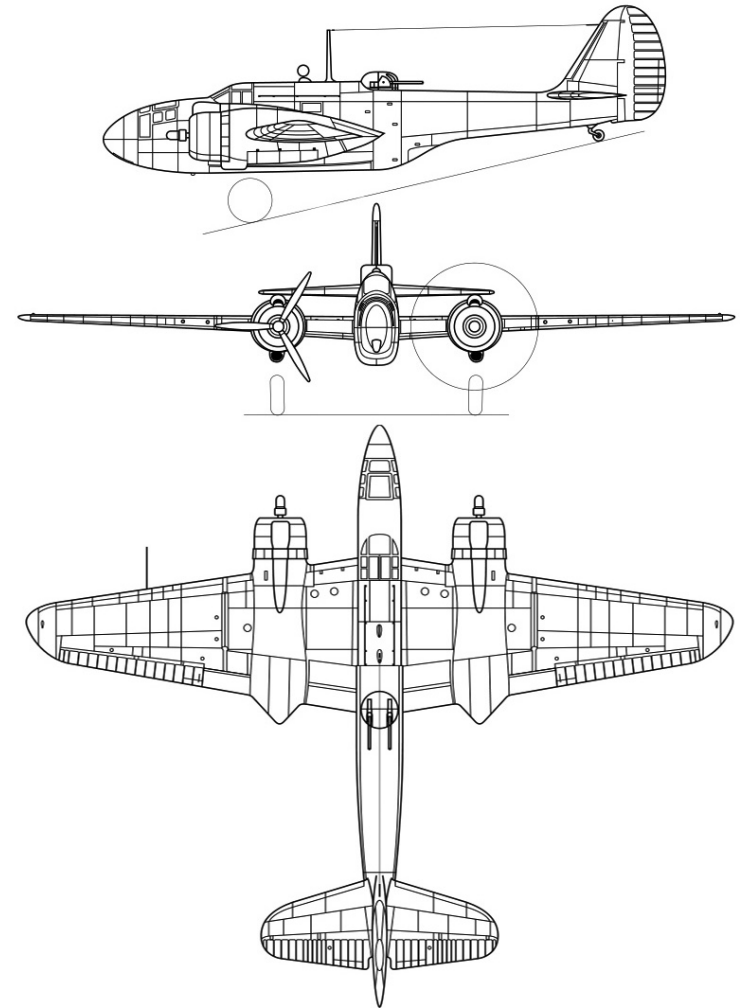


Martin Baltimore

Role	Light bomber, Reconnaissance
Introduction	1941
Number built	1,575
Crew:	4: pilot, navigator/bombardier, radio operator, gunner
Length:	48 ft 6 in (14.8 m)
Wingspan:	61 ft 4 in (18.7 m)
Height:	14 ft 2 in (4.32 m)
Empty weight:	15,991 lb (7,253 kg)
Loaded weight:	23,185 lb (10,900 kg)
Powerplant:	2 × Wright radials, 1,700 hp each
Maximum speed:	305 mph (488 km/h)
Cruise speed:	224 mph (360 km/h)
Range:	980 miles (1,577 km)



The extremely narrow fuselage created less drag, but bedeviled crews.



November, 1942

Across Africa in a Blenheim and a Kittyhawk

Trans-Africa Flight #10

Gazda remained in Cairo during October, 1942. No flights were logged that month. On November 1, he departed Cairo in a "Douglas" transport aircraft (as a passenger), arriving in Takoradi on November 3 after 23:50 time in the air. The aircraft was likely a Douglas DC-2, as the RAF then operated about 40 of the aircraft. Most had been taken from airlines in the states by the U.S. Army and transferred to the RAF. Many were used, along with RAF Lockheed Lodestars, to carry the ferry pilots from Cairo back to Takoradi. Also, it was common to refer to the DC-2 as a "Douglas" and the DC-3 as a "Dakota." Later in Gazda's log book,

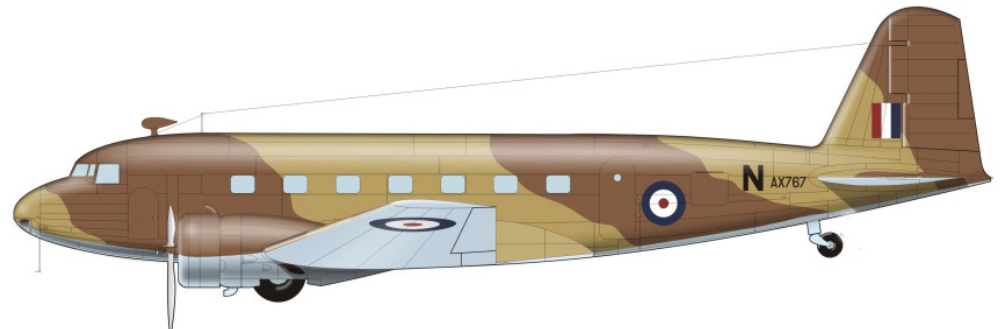
he lists "DC-3" as the transport that he flew in as a passenger.

On November 12, Gazda departed Takoradi in Blenheim No. 253 for a flight to Khartoum's El Seidna airfield, arriving on the 14th, stopping for fuel at the usual airfields along the way and spending the night of the 12th in Kano, the 13th in El Geneina. On the 16th, Gazda flew Kittyhawk No. 234 from Khartoum to Luxor, with a stop in Wadi Halfa. On the 17th, he flew the Kitty the relatively short distance from Luxor, up the Nile to Cairo's Helwan airfield, in sight of the great pyramids.

YEAR	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER (11)	GENERAL LOGS FLYING [Incl. in cols. (1) to (10)]	
	MONTH	DATE				Type	No.	DAY	NIGHT	DAY	NIGHT	DUAL	1ST PILOT	2ND PILOT	DUAL		1ST PILOT	2ND PILOT
						(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(12)	(13)	
TOTALS BROUGHT FORWARD						3.50	175.15			6.00	112.20					167.40		
November	1-3	Douglas		Self.	Cairo - Takoradi													
"	9	Blenheim	253	Self.	Takoradi - Test						0.30							
"	12	"	"	"	Takoradi - Lagen						2.20							
"	"	"	"	"	Lagen - Kano						3.05							
"	13	"	"	"	Kano - Maiduguri						1.20							
"	"	"	"	"	Maiduguri - F. Lamy						1.70							
"	"	"	"	"	F. Lamy - El Geneina						3.00							
"	14	"	"	"	El Geneina - El Fasher						1.10							
"	"	"	"	"	El Fasher - W. Halfa						3.15	1.50						
"	16	Kittyhawk	234	"	W. Halfa - Luxor					2.25								
"	"	"	"	"	Luxor - Helwan					1.20								
"	17	"	"	"	"					1.45								
GRAND TOTAL [Cols. (1) to (10)]						3.50	180.45			6.00	118.40					185.30		
TOTALS CARRIED FORWARD																		

The Trans-Africa Douglas DC-2 Airliners

The RAF acquired 24 Douglas DC-2 airliners between February, 1941, and July, 1942. The airliners were impressed from their private owners by the U.S. government and turned over to the RAF, some through Lend-Lease. The aircraft were taken from the following airlines: American (12 planes), Pan American (7), TWA (4), and Eastern (1). Most of the planes were assigned to the RAF 31 squadron, which operated them in India. A few were taken by the 117 and 267 squadrons, which operated in the middle east. At least one DC-2 was stationed in Khartoum. It was DC-2 production number 1406, purchased by American Airways in July of 1935 and assigned to RAF 117 squadron in October, 1941. It could have been one of the "Douglas" aircraft that carried Gazda from Cairo to Takoradi.



Two pilots, 14 passengers. Length 19.1 m, Wingspan 25.9 m, Loaded weight 8420 kg. Two Wright GR 1820 Cyclone engines, 730 HP each, Cruise speed 190 mph, Range 1750 km.

24 hours in a DC-2, then 16 hours in a Blenheim

Gazda spent two days in Cairo after completing Trans-Africa flight 10, then returned to Takoradi in a Douglas (DC-2), departing November 20, arriving November 22 after 24:10 hours in the air. This return flight was typical of the others- covering the 3600 miles in about 24 hours, which is an average of about 162 miles per hour.

After four days in Takoradi, Gazda set out on trans-Africa flight #11 in a Blenheim on November 26. He made it to Lagos on that day, Kano on the second day, El Genenia on the third day, and arrived at his destination for this flight, Khartoum Wadi Seidna airfield on November 29. The flight took 15:55 total time. I am not sure why there is an entry for 31:45 1st pilot time for the month.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
— TOTALS BROUGHT FORWARD						
November	20-22	Douglas			self	Cairo - Takoradi
	26	Blenheim		self		Takoradi - Ikeja
	27	..		..		Ikeja - Kano
	28	..		..		Kano - Maiduguri
	..	..		..		Maiduguri - F. Lamy
	..	..		..		F. Lamy - El Genenia
	29	..		..		El Genenia - El Fasher
	..	..		..		El Fasher - W. Seidna

SUMMARY FOR:	194	1. <u>Blenheim</u>
AIRCRAFT DELIVERY UNIT, M.E.		2. <u>Kitty</u>
DATE:	TYPES:	3. %
SIGNATURE <u>[Signature]</u>	O.C., A.D.U., M.E.	4. %

GRAND TOTAL [Cols. (1) to (10)]	TOTALS CARRIED FORWARD
343 Hrs.	
..... Mins.	

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DEAL (1)	PILOT (2)	DEAL (3)	PILOT (4)	DEAL (5)	1ST PILOT (6)	2ND PILOT (7)	DEAL (8)	1ST PILOT (9)	2ND PILOT (10)	
3.50	180.45			6.00	118.40					185.20
					2.20					24.10
					3.05					
					2.05					
					1.00					
					3.00					
					1.20					
					3.05	15.55				
					31.45'					
350	180.45			6.00	150.25					209.40

December, 1942

Trans-Africa Flight #12

One more Blenheim to Khartoum

After a day in Khartoum, Gazda was ferried back to Takoradi in a DC-2 on December 1-3, a journey that took 18 hours flying time.

On December 10, Gazda made a test flight of 2:20 in Blenheim No. 845. Two days later, he set out on trans-Africa flight 12 in the same Blenheim, reaching Kano on the first day and El Genenia on the second day, December 13. After a 3-day wait, he flew Blenheim No. 672 from El Genenia to Khartoum, arriving on December 16.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER	
MONTH	DATE	Type	No.				DAY		NIGHT		DAY		NIGHT			
						(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
TOTALS BROUGHT FORWARD						550	180.45			6.	150.25					209.40
December	1-3	Douglas	B.H.	Self.	Self.					6.	0.40					18.00
	10	Blenheim	845	Self.							2.20					
	12	---	---	---							3.00					
	12	---	---	---							1.55					
	13	---	---	---							1.00					
	---	---	---	---							4					
	---	---	---	---							3.00					
	16	---	672	---							1.15					
	---	---	---	---							3.10	16.20				
											16.20					
SUMMARY FOR: <u>December</u> 1943						550	180.45			6.00	166.45					207.40
AIRCRAFT DELIVERY UNIT, M.E.																
DATE: <u>17.12.42.</u> TYPES: 1. <u>Blenheim.</u>																
SIGNATURE <u>Gazda</u> O.C., A.D.U., M.E.																
GRAND TOTAL [Cols. (1) to (10)]						550	180.45			6.00	166.45					207.40
359 Hrs. 20 Mins.																
TOTALS CARRIED FORWARD																

A trip to Cairo then Iraq

There is no record of how Flight Lieutenant Gazda got back to Takoradi from Khartoum after his December flight, but there is a notation of 27 hours time as a passenger for the month of January. This may be the time it took for the return flight, although it is about 5 hours longer than average.

The new year of 1943 saw the start of a trans-Africa flight with a unique ending. On January 1, Gazda set off in Blenheim No. 614 for Cairo Abu Sueir airfield, making the usual stops along

the way, arriving on January 7.

After spending 10 days in Cairo, he took Blenheim No. 603 from Abu Sueir airfield on the east side of Cairo to Landing Ground 224 on the west side, a flight of 45 minutes. From there he flew for 1:30 to the northeast, landing at Akicu airfield an RAF air base in what is now Israel. After a nine-day stay in Akicu, Gazda flew Blenheim 603 east for 3:05 to another RAF base at Habbaniya, Iraq, which was located near Baghdad.

YEAR 1943		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
Jan.	-	-	-	-	-	TOTALS BROUGHT FORWARD
	1.1	Blenheim	614	self	-	test
	1.1	"	"	"	-	Takoradi - Lagos
	3.1	"	"	"	-	Lagos - Kano
	4.1	"	"	"	-	Kano - Maidag.
	4.1	"	"	"	-	Maid. F. Lamy.
	5.1	"	"	"	-	F.L. - Geneina
	5.1	"	"	"	-	G. Foster
	6.1	"	"	"	-	F. Hadi Seidna
	6.1	"	"	"	-	H.S. - Kadi Halja
	7.1	"	"	"	-	K.H. - Abu Saer.
Jan.	1.1	"	603	"	-	Abu S. - 224.
	17	"	"	"	-	224 - AKicu
	26	"	"	"	-	AKicu - Habbaniya
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD
388 Hrs. 35 Mins.						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
5:50	18:45			6:00	16:45					22:30
					-45'					27
					2.25'					
					3.11'					
					2.00'					
					1.05'					
					3.00'					
					1.20'					
					3.10'					
					3.00'					
					4.00'					
					-45'					
					1:30					
					3.05'					
				29:16'						
5:50	18:45			6:00	19:00					25:40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)

February, 1943

Trans-Africa Flight #14

A Baltimore to Kenya

Again, no mention of how F/Ft. Gazda got from Iraq back to Tako-radi, but by February 11, 1943, 16 days after landing in Habbaniya, he found himself back in the Gold Coast city. There is a notion of "Dugl Pass 42" which may have been the return trip in a DC-2, which took an unusually long 42 hours flying time.

On February 11, 1943, Gazda began his first trans-Africa flight in a Martin Baltimore, similar to a Blenheim but faster. Also for the first time, the flight started in Accra instead of Takoradi. All but one of several future Baltimore flights originated in Accra, suggesting that the Baltimores were delivered to the port there instead of Takoradi. The Baltimores were manufactured in the U.S. (in Baltimore), and

shipped to Africa. Several were lost when two of the ships were torpedoed en route.

Flight #14 was a bit unusual in other respects. Gazda began the flight on February 12 in Baltimore No. 168, but flew it only from Accra to Lagos Ikeja airfield. After a 4-day layover, he continued in Baltimore No. 277 to Kano. A note says that the leader of the group of planes making the trip together was forced to land in Kano on February 16, and again in Maiduguri on February 17. Gazda arrived in Khartoum on February 20, and spent the night there. Instead of heading north to Cairo, Gazda took the Baltimore south along the Nile to Malakal on the 21st, then on to Kisumu Kenya on the 22nd.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER		
MONTH	DATE	Type	No.				DAY		NIGHT		DAY			NIGHT					
								DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	2ND PILOT	DUAL	1ST PILOT	2ND PILOT		
								(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
						TOTALS BROUGHT FORWARD													
Febr.	11.	BALTIMORE	168.	SELF.	-			5.50	18045			6.00	19600					250440	
- 11 -	11	- 11 -	168	- 11 -	-	TEST. Accra.							55'					42.	
- 11 -	12	- 11 -	-	- 11 -	-	Accra - Jeeja.							1.45'						
- 11 -	16	- 11 -	277	- 11 -	- 11 -	Jeeja - Kano							2.45'						
- 11 -	16	- 11 -	-	- 11 -	- 11 -	Kano (Leader. forced land.)							0'15'						
- 11 -	17	- 11 -	-	- 11 -	- 11 -	Kano - Maidag.							1.40'						
- 11 -	17	- 11 -	-	- 11 -	- 11 -	(Leader. forced land.)							055'						
- 11 -	18	- 11 -	-	- 11 -	- 11 -	Maidagury - Geneina							0330						
- 11 -	20	- 11 -	-	- 11 -	- 11 -	Geneina - Fasher							1.05'						
- 11 -	20	- 11 -	-	- 11 -	- 11 -	Fasher - W. S.							3.20						
- 11 -	21	- 11 -	-	- 11 -	- 11 -	W. Seidna - Malakal							2.25'						
- 11 -	22	- 11 -	-	- 11 -	- 11 -	Malakal - Juba							2.35'						
- 11 -	23	- 11 -	-	- 11 -	- 11 -	Juba - Kisumu.							2.20'						
						SUMMARY FOR: February 1943													
						AIRCRAFT DELIVERY UNIT, M.E.		1. Baltimore 23.05											
						DATE: 28. 2. 43		2. Dugl. pass 42.											
						TYPES: 3.													
						GRAND TOTAL [Cols. (1) to (10)]		401											
						Hrs. 40 Mins.													
						TOTALS CARRIED FORWARD		5.50 18045				6.00 21905						296.40	

One more Baltimore to Cairo

By March 19, Gazda was back in Accra. The trip from Kenya to Accra could have been on a BOAC flying boat, as was the trip in 1942, or on a land plane. There is an additional 21 hours logged as a passenger, which probably was this return trip.

On March 19, Gazda test flew Baltimore No. 186 for an hour. On March 23, he flew Baltimore No. 391 on a 30

minute test flight, then took it to Kano on the 24th. After a 5-day layover in Kano, he flew the Baltimore to Maiduguri on the 29th, El Genenia on the 30th, Khartoum Wadi Seidna on the 31st (apparently), then from there to Cairo Helliopolis on April 1. After landing at Helliopolis, he made a short 30-minute hop to a nearby RAF air base at Casafareet.

YEAR	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	
	MONTH	DATE				Type	No.
					TOTALS BROUGHT FORWARD	
March						
-11-	19	Boltim.	186.	Selz.	-11-	test
-11-	23	-11-	391	-11-	-11-	-11-
-11-	24	-11-	-11-	-11-	-11-	Accra - Ikeja
-11-	29	-11-	-11-	-11-	-11-	Ikeja - Kano
-11-	29	-11-	-11-	-11-	-11-	Kano - Maid.
-11-	30	-11-	-11-	-11-	-11-	Maid - Genin.
-11-	31	-11-	-11-	-11-	-11-	Fasel. - ^{GEN. - PASCH.} Khart. - W. Halja
-11-	31	-11-	-11-	-11-	-11-	W. Seidna - ^{FASCH.} W. Halja
-11-	4	-11-	-11-	-11-	-11-	
SUMMARY FOR :-					MARCH	194
						1. BALTIMORE 35
AIRCRAFT DELIVERY UNIT, M.E.						2.
						0.
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD
428 Hrs. 15 Mins.						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
5:50	180:45			6:00	2:19:08					296:40
					1:00					21.
					30'					
					1:20'					
					2:45'					
					1:50					
					3:20					
					1:05					
					2:45'					
					14:35					
5:50	180:45			6:00	2:33:40					317:40

April	1.	Boltim.	391	Selz.	-11-	W. Seidna - W. Halja
-11-	1	-11-	-11-	-11-	-11-	W. Halja - Helliopolis
-11-	1	-11-	391	Selz.	-11-	Helliop. - Casafareet.

					2:35'					21
					3:35'					
					.30'					

From Accra to Cairo

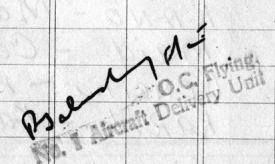
May, 1943

Trans-Africa Flight #18

Trans-Africa flight #18 started in Accra on May 8, and unlike the other Baltimore flights, did not go back west to Takoradi before heading northeast toward Kano. The flight arrived in Cairo on May 11, stopping first at Helliopolis airfield, then making a 25-minute hop to Casafareet airfield.

After a return to Accra (no mention of when and how), Gazda began Trans-Africa Flight #19 on May 30, flying another Baltimore from Accra to Takoradi. To see the completion of this flight, see the next page.

YEAR 1943		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
		-	-	-	-	TOTALS BROUGHT FORWARD
Mai	8	Baltimore	349	Self.	-	test
- "	8	- "	- "	- "	- "	ACRA - Ikeja
- "	8	- "	- "	- "	- "	Ikeja - Kano
- "	9	- "	- "	- "	- "	Kano - Maidag.
- "	9	- "	- "	- "	- "	Maidag. - Geneina
- "	9	- "	- "	- "	- "	Geneina - Faseher
- "	10	- "	- "	- "	- "	Faseher. H. Seidna
- "	10	- "	- "	- "	- "	H. Seidna - H. Malja
- "	11	- "	- "	- "	- "	H. Malja - Helliop. Cairo
- "	11	- "	- "	- "	- "	Helliop. - Casfareet
- "	30	- "	515	- "	CR. VE. NAVIC AND R.O.	ACRA - TAK.
SUMMARY FOR :		MAY		1943		1. Baltim.
AIRCRAFT DELIVERY UNIT, M.E.						2. /
DATE: 7.6.1943.						3. /
SIGNATURE: <i>Gazda</i>						4. /
GRAND TOTAL [Cols. (1) to (10)]						
497 Hrs. 40 Mins.						
TOTALS CARRIED FORWARD						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER	IN FL. col DU.	
DAY		NIGHT		DAY			NIGHT					
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)			
550	18045			600	283.05						359.60	
					0.45							
					1.30							
					2.55							40 hrs. ?
					1.50							
					3.35							
					1.10							
					3.05							
					2.40							
					3.20							
					0.25							
					0.45							
					22.00							
												
550	18045			600	305.05						359.60	

June, 1943

Trans-Africa Flight #19 and #20

Two Baltimores delivered in June

Another busy month with two trans-Africa flights. The first began on May 30 in Accra, when Gazda flew Baltimore No. 515 to Takoradi. On June 1 he headed to Kano via Lagos. There was a 3-day layover in Maiduguri from June 2 to 5. Arrival at Casafareet near Cairo on June 7.

The second June flight, #20, Followed the same route, taking six days from Accra to Casafareet. By June, it seems that Gazda quit logging the return flight times altogether. Note that the total hours for passenger has not changed from the 359:40 first logged at the end of April.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
-	-	-	-	-	-	TOTALS BROUGHT FORWARD
JUNE	1	BOLTIM	515	self.	CRUVE.	TAK - JKRIA.
-	1	-	-	-	-	JKria Kano
-	2	-	-	-	-	Kano - Maidug.
-	5	-	-	-	-	M. - GENEIN.
-	6	-	-	-	-	GEN. FASCH.
-	6	-	-	-	-	FASCH. - W.S.
-	7	-	-	-	-	W.S. W HALFA.
-	7	-	-	-	-	W HALFA. - COSTY.
-	18	-	617	-	-	ACRA - TAK.
-	19	-	-	-	-	TAK - JKria
-	20	-	-	-	-	JKria - Kano
-	21	-	-	-	-	KANO - Maidug.
-	22	-	-	-	-	Maid. - Ceneim
-	23	-	-	-	-	Ceneina - KARTH.
-	24	-	-	-	-	KARTH. - Rasjferid.
SUMMARY FOR:						June 41:40' 1943. 1. Boltim

GRAND TOTAL [Cols. (1) to (10)]
539 Hrs. 20' Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
5:50	180:45			6:00	305:05					359:40
					2:15					376:50
					3:00					
					1:50					
					3:45					
					1:10					
					3:15					
					2:35					
					3:30					
					1:00					
					2:05					
					2:50					
					1:45					
					3:45					
					3:10					
					5:55					
					41:40'					
5:50	180:45			6:00	346:45					259:40

July 1943

Trans-Africa Flight #21

A seven-hour nonstop in a Baltimore

Another routine flight in a Baltimore along the trans-African route. One unique feature of this flight was the long nonstop leg between El Fasher and Luxor which took 7 hours and 5 minutes. All the other flights included a stop in Khartoum between the desert airfields like El Fasher and the Nile airfields like Luxor.

This one ended at Landing Ground 237, which was a patch of sandy desert northwest of Cairo. There is a notation of "Douglas pas 20h" representing the return trip. But, the total passenger hours logged did not change, and, what was probably an error, the total time changes to 259:40 from the previous 359:40.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER			
MONTH	DATE	Type	No.				DAY		NIGHT		DAY		NIGHT					
								DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	2ND PILOT				
								(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		-	-	-	-	TOTALS BROUGHT FORWARD												
July	16	Baltim	657	self.	CRove	ACR - TAK.	5.50	18045				6.00	34645					359:40
	18	"	"	"	"	TAK - Kano							045'					346:40
	19	"	"	"	"	Kano Maidug.							445'					
	21	"	"	"	"	Maid. - FLAMY							1:35					
	22	"	"	"	"	F.L. - GENENA							0:55					
	23	"	"	"	"	GENENA - FASHER							2:50					
	24	"	"	"	"	FASHER - LUXOR.							1:05					
	25	"	"	"	"	LUXOR. Lg 237							7:05					
													2:05					
													21.5					
SUMMARY FOR: July 21.05 1943						1. Baltim.												
AIRCRAFT DELIVERY UNIT, M.E.						2. Douglas pas 20h												
DATE: 26 July.						TYPES: 3.												
SIGNATURE: J. K. Garcia						4.												
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD	5.50	18045				6.00	36750					359:40
560 Hrs. 35 Mins.							(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)

August, 1943

Trans-Africa Flight #22 and #23

The last of the trans-Africa delivery flights

The final two trans-Africa flights occurred in August, 1943. Flight #22 took 10 days to complete, flight #23 took 8 days.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER	12 FI cc Du (12)			
MONTH	DATE	Type	No.				DUAL	PILOT	DUAL	PILOT	DAY			NIGHT							
								(1)	(2)	(3)	(4)	(5)	1ST PILOT (6)	2ND PILOT (7)	(8)	1ST PILOT (9)	2ND PILOT (10)	(11)			
— TOTALS BROUGHT FORWARD							5.50	18045			6.00	36750							359:40		
August																					
- "	2	Baltimore	625	self	CRANE	Accra - Tak.							0.45						436.50		
- "	4	- "	- "	- "	- "	Takoradi - JKeja							2.05								
- "	5	- "	- "	- "	- "	JKeja - Kano							2.45								
- "	8	- "	- "	- "	- "	Kano - Kano							2.45								
- "	9	- "	- "	- "	- "	Kano F.L.Amy.							2.35								
- "	9	- "	- "	- "	- "	F.L.Amy - Gen.							2.45								
- "	10	- "	- "	- "	- "	Gen. - FASHER.							1.15								
- "	10	- "	- "	- "	- "	FASHER - EL Obid.							1.55								
- "	11	- "	- "	- "	- "	EL Obid. - W.S.							1.30								
- "	11	- "	- "	- "	- "	W.S. - W. Halja							2.45								
- "	12	- "	- "	- "	- "	W. Halja - 224.							3.10								
- "	12	- "	- "	- "	- "	224 - 237.							0.10								
- "	23	- "	674	- "	- "	Accra - Tak.							0.50								
- "	24	- "	- "	- "	- "	Tak. - JKeja							2.05								
- "	25	- "	- "	- "	- "	JKeja - Kano							3.05								
- "	26	- "	- "	- "	- "	Kano - Maid.							1.50								
- "	27	- "	- "	- "	- "	Maid. - F.L.Amy.							0.50								
- "	28	- "	- "	- "	- "	F.L.Amy - Geneina							3.15								
- "	29	- "	- "	- "	- "	Geneina - Fasher							1.10								
- "	30	- "	- "	- "	- "	Fasher - W Seidua							3.15								
- "	30	- "	- "	- "	- "	W Seidua - W Halja							2.30								
- "	31	- "	- "	- "	- "	W Halja - Cairo.							3.25								
Summary for August 1943 Baltimore.							45.50	18943			6.00	41330									
GRAND TOTAL [Cols. (1) to (10)]							600	18943			6.00	41330									
TOTALS CARRIED FORWA							600 Hrs. 05 Mins.														
DATE: 31. August																					

Again, the passenger time is 359:40 brought forward (at the top), then 259:40 carried forward (bottom).

Summary and Assessment, October 9, 1943

Form 414 (A)

SUMMARY of Flying and Assessments for year commencing 1st 24/4/41-10/1943

[* For Officer, insert "June"; For Airman Pilot, insert "August"]

	S.E. Aircraft		M.E. Aircraft		TOTAL for year	GRAND TOTAL All Service Flying
	Day	Night	Day	Night		
DUAL	2:00	/	/	/	2:00	600.05 ^{hr}
PILOT	158:20	/	407:00	/	565:20	12 England.
PASSENGER					259:40	

ASSESSMENT of ABILITY

(To be assessed as:—Exceptional, Above the Average, Average, or Below the Average)

- (i) AS A Ferry † PILOT Average
- (ii) AS PILOT-NAVIGATOR / NAVIGATOR /
- (iii) IN BOMBING /
- (iv) IN AIR GUNNERY /

† Insert:—"F.", "L.B.", "G.R.", "F.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Date 10/10/1943 Signature Malcolm J. H.
 Officer Commanding OC Ferry No 1 ADV MS

M.M.P. & P. Coy., S.A.E.C.—1578/43—3,000—(91/UDF/2)

Times listed in this summary represent the flying done from April 24, 1941, to September 1, 1943. The document was signed on October 9, 1943

Grand total box shows 600 hrs, 5 minutes time in England.

Total for the year shows 158:20 hours in single engine aircraft, 407 hours in multi engine aircraft and 259:40 hours as a passenger (which is probably an error. It should be at least 359:40). This may be the totals for ferry flying and do not seem to include the time Gazda trained for and flew in the 112 Fighter Squadron.

Gazda transferred to North Africa to aid the Italian Campaign

Gazda's mission changed in November, 1943. He was stationed most of the time at an allied airbase near Oujda Morocco. Still in the No. 3 Aircraft Delivery Unit, he now ferried planes from one airfield to another. At this point, the Italian Campaign was stalemated in the mountains north of Naples. Bari, at about the ankle in the Italian boot, was in Allied hands as of late September, 1943. In mid-November, Gazda began his service in North Africa when he flew a Hurricane from Setiff Algeria to Bari Italy.

The Italian Campaign

July 9, 1943: The invasion of Sicily

August 17, 1943: The Germans evacuate Sicily

September 3, 1943: The British 8th Army lands on Italy's "toe".

September 9, 1943: The U.S. Army lands at Salerno, British land at Teranto. The port of Bari is soon captured along with airfields at Foggia.

Late September, 1943: The Allied advance stalls in the mountains north of a Naples to Foggia line.

October, 1943: Hitler decides to make a stand before the advance reaches Rome. A stalemate results during the rest of 1943.

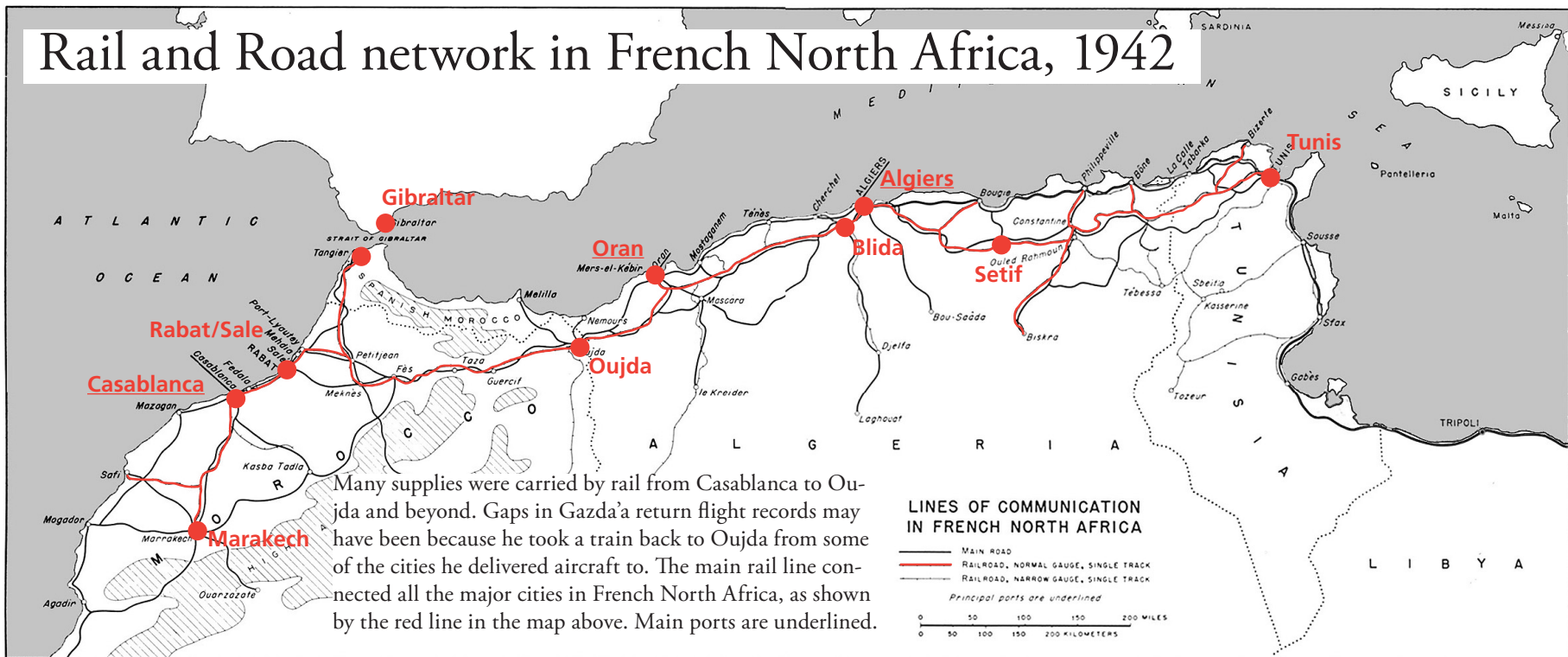
November, 1943: Gazda arrives in North Africa

January to May, 1944: German defenses broken, Allied advance resumes.

June 4, 1944: Rome is taken by the Allies.

June 6, 1944: The Allied invasion of Normandy France begins.

October, 1944: Gazda makes his last flight in North Africa.



Oujda Air Base, Morocco: “. . . a Fiery Furnace”

Note: F/Lt Gazda's log book shows flights from Oujda to airports in the Mediterranean area to deliver aircraft. Here is a description of life in that air base.

William A. Clark, an airman in the U.S. 82nd Division, often made comment that the time at Oujda was the worst he experienced during the entire war. Matthew Ridgway, Commanding General of the 82nd Airborne handpicked the area near Oujda in French Morocco as the Division's training base. He believed the conditions there would harden the troopers for the extreme trials of combat they would soon face.

From Ridgway's autobiography: "We had picked, on purpose, land that was not in use for grazing or agricultural purposes. We trained in a fiery furnace, where the hot wind carried a fine dust that clogged the nostrils, burned the eyes, and cut into the throat like an abrasive. We trained at first by day, until the men became lean and gaunt from their hard work in the sun. Then we trained at night, when it was cooler, but the troopers found it impossible to sleep in the savage heat of the African day. The wind and the terrain were our worst enemies. Even on the rare calm days, jumping was a hazard, for the ground was hard, and covered with loose boulders, from the size of a man's fist to the size of his head."

Oujda was located about 30 miles (48 km) from the coast, a few miles outside of the town of Oujda on flat, open ground adjacent to a large French airfield. It was unbearably hot, with temperatures in the shade of 115 to 120 degrees Fahrenheit (46 to 49 degrees Celsius). Cases of heat exhaustion quickly mounted, but it wasn't only the heat that made Oujda the hell it was. It was the flies and the sand and the diseases they carried.

The African flies attacked without mercy. A prevailing wind brought in the flies and sand contaminated with animal dung. These got into everything. Cases of Typhus and Malaria sprang up and were soon followed by waves of dysentery which quickly spread through the camp, making no distinctions across rank.

"An entrenching tool became a standard part of everyone's daily uniform. This malady was so universal and struck so suddenly it became commonplace to see someone break ranks and tear off to some unoccupied part of the desert, with no explanation needed or demanded. Toilet paper became more valuable than French franc notes," wrote Allen Langdon in "Ready: A World War II History of the 505th Parachute Infantry Regiment."

The soldiers denounced the food at Oujda as terrible, but with everyone suffering from the 'runs' at one time or another, it was perhaps their least concern. Everything they were fed was the same canned or powdered



A C-47 with glider in tow training at Oujda, French Morocco, North Africa, on 17 June 1943." (Gives an idea of the terrain around the Oujda training base.)

stuff given to just about every World War II US Army outfit. It was a monotony of things like salmon, eggs, Spam, chipped beef, bread, mashed potatoes, and beans mixed in with disease-carrying flies and dung infested sand. They had no access to roughage in the form of vegetables and fruit, so their gums developed painful gingivitis. Water was a huge issue in the heat and its scarcity meant no showers were available. They were each given half a canteen of water a day to wash and shave. The hot, heavily chlorinated drinking water was barely consumable and it burned their throats.

In the midst of all this misery, the men were subjected to an intense training schedule. Due to the heat, Colonel Gavin was forced to change the timing for infantry training exercises. Infantry training began at dusk and finished at dawn. They trained in infantry tactics designed specifi-

cally for Airborne troops. Individual training concentrated on refining hand-to-hand combat skills and bayonet fighting.

Initially an extensive program of jump training was scheduled, but it was soon discovered that an unforeseen strong wind blew across the area for days on end presenting a big problem for parachuting. The high winds and the rocky terrain around the drop zone led to a large number of injuries. In the end Ridgway and Gavin were forced limit the practice jumps and focus on tactical ground training. Even with the truncated jump training program all troopers got in at least one practice jump in while at Oujda. Gavin and Ridgway worried that it wasn't enough. Ridgway personally believed the 82nd was ill prepared and doomed to a disastrous failure in the upcoming Sicily invasion, but outwardly he projected an indomitable optimism and confidence in his men.

82nd Airborne trains in Oujda

from the “Saga of the All-American,” the division’s WWII history.

After 12 days on the high seas, the men of the 82nd Airborne found themselves in the harbor of the Moroccan city of Casablanca. It was in the afternoon of May 10, 1943. Earlier, in November, 1942, General Patton’s troops had landed in Casablanca and began the assault on the Axis forces in Africa. After a few days in a camp near the port, they took a train to Oujda. The training camp at Oujda presented an abrupt change in the environment to men so recently from the States and civilization.

We came to Oujda with its few good looking women, its downtown Recreation Center, a few bars here and there which did a thriving business in benzoazurine, gasoline, shaving lotion. The horse-drawn junk heaps which 10 years before had been old automobiles were now the cabs of the hoi polloi.

Oujda was worth seeing, if there was nothing else to do and if life had become so unbearable that one didn’t care what happened to him. Occasionally someone slipped up here and there and was given a pass into town for a break from the training in the dust bowl.

The site of the camp was chosen with the care so typical of the sites chosen for American training camps. On one side of Oujda there were beautiful rolling planes, ankle-high grass which looked like a soft green carpet flowing gently over the hills and blending into the beauty of the colorful mountains on the left and the Mediterranean on the right.

So the camp was located on the other side of town in the middle of the worst dust bowl on the continent of Africa. Every day at exactly 12:55 pm, the entire kitchen area of the camp was visited by a sand and wind twister just barely short of a tornado. Every day at 12:55 pm every man in camp had just been served his noon meal, and was sitting down in the sun to eat. For those who failed to take a good look at the food as it went into the mess kit, there was that mystery of what in the devil they were eating besides sand.

In addition to the scheduled jumps in tricky winds, there was the worst epidemic of dysentery ever imagined and a



latrine orderly’s nightmare. Men on guard wore entrenching tool as standard equipment.

Twelve miles northeast of Oujda, just on the Moroccan side of the border with Algeria, was the other main camp of the 82nd Division. Camp Marnia was located like Oujda in a desolate, sterile, rocky, dusty, heat-seared valley.

The 82nd spent six weeks in Oujda. On June 16, advance elements departed Oujda for training grounds in Tunisia. All troops had been moved the 1000 miles east by the end of June. On Friday night, July 9, 1943, the long anticipated moment arrived. Regiments of the 82nd Division dropped from the skies over Sicily.

Oujda experiment:

The allies try to parachute mules loaded with supplies

During the campaign in Sicily, the Allies should drop supplies by parachute to troops behind enemy defense lines located in the coastal zone. But the rugged terrain of the island hindered the distribution of the materials released by aircraft and the movement of troops dropped in with them. Someone came up with a solution: supplies would be dropped in attached to mules. Major Mark Alexander would be responsible for carrying out the mission. Before its use in Sicily, he carried out tests in Oujda. Needless to say it was a disaster. When the soldiers reached the area where the mules landed, they found that many of them had broken legs and so had to be sacrificed. Because of this, the mission was cancelled.

Friction with the Locals

On top of the grueling training and abysmal living conditions in Oujda, the troops were plagued by a local people left desperately poor by the war.

One soldier wrote, “The Arabs swarmed all over us like roaches over food. They wanted to trade with us, or preferably, to steal. They were particularly interested in our sheets, mattress covers, cigarettes, and chocolate. For these things they offered trinkets and fresh food – dates, exotic bread, and meats of dubious origin. We had to post guards 24 hours a day in order to keep them from stealing everything we had. Theft was so common that we came to regard the Arabs with almost as much ill will as we did the Germans.”

The poverty among the local Arabs was so bad it drove them to take extremely brazen risks. Risks which often had lethal consequences. Some would sneak into the base and try to steal supplies, and some were shot.

On June 27th Gen Gavin wrote about these incidents: “This afternoon we are, among other things, having a sniper contest. Fun. Our youngsters are getting to be good shots. Regrettably, in the past few days they have practiced on some menacing looking parasitic Arabs. It makes them mad to get shot and we should stop it. It is difficult to sell international goodwill to a private soldier.”

Bill used to tell another story of how the men would get back at the Arabs for stealing their belongings. He said the Moroccan men wore a traditional hat called a Fez. Their custom was to carry their valuables around in these hats. The paratroopers were trucked from place to place for training exercises and other activities. Often they went through towns where they encountered crowds of Arab men going about their business. When the trucks slowed down to negotiate a path through town, the soldiers would reach down and grab the fezzes right off the men’s heads. The soldiers would retrieve the valuables before throwing the empty fezzes to the ground to avoid the lice they carried. The Arab men would naturally go crazy, but there was little they could do against the well trained and armed soldiers. At times Bill said they actually recovered previously stolen watches and other personal items belonging to paratroopers.

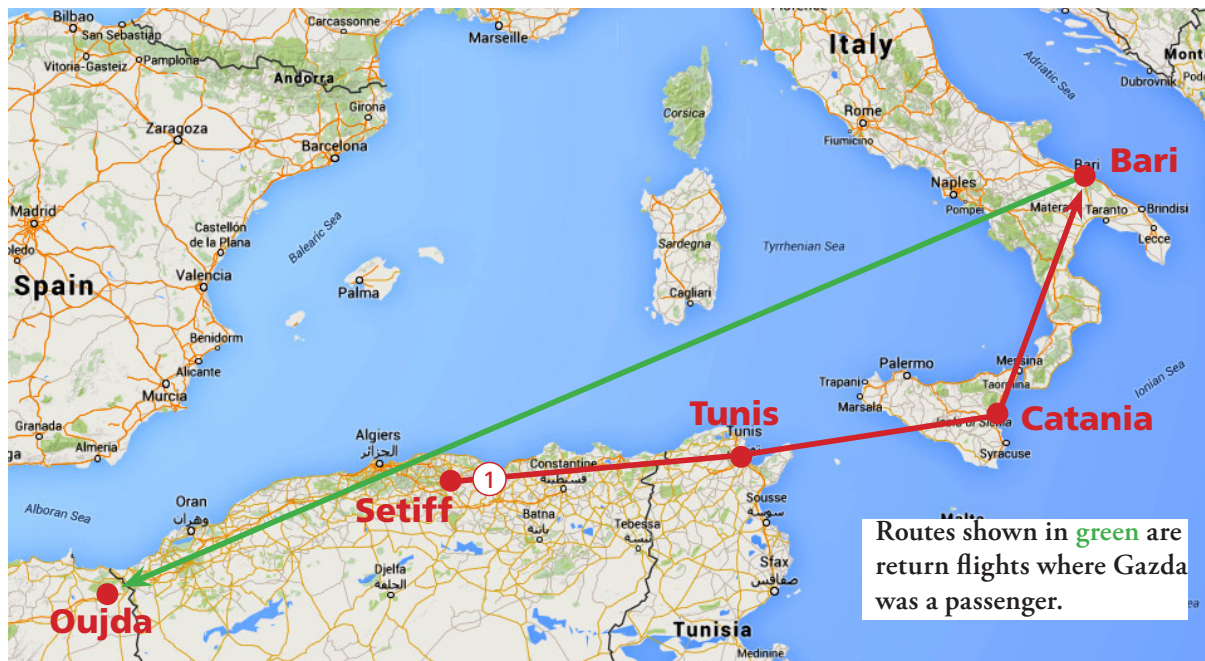
Start of Service in the Mediterranean Area

In November, Gazda flew Hurricane No. 662 on four consecutive days on a flight from Setiff to Bari Italy. On the 14th he flew the 2:30 leg from Setiff to Tunis. On the 15th, he made a 30-minute local flight at Tunis, possibly to make sure the Hurricane was working properly before setting out on a flight from Tunis to Catania Sicily, that took him over the Mediterranean.

Once in Bari, Gazda was flown back to Oujda Morocco in a DC-3. The 10-hour trip probably had a stop midway, possibly at Tunis.

This is the first entry specifically for the DC-3 in Gazda's log book. Earlier return flights said "Douglas," which was likely a DC-2. The DC-3 was the civilian version of the C-47 Dakota and normally carried 28 passengers in airliner-type 2 by 2 seating. (For more about the DC-3, see page 73.)

YEAR 1943	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER		
	Type	No.				DAY		NIGHT		DAY		NIGHT		DAY			NIGHT	
						DEAL (1)	PILOT (2)	DEAL (3)	PILOT (4)	DEAL (5)	1ST PILOT (6)	2ND PILOT (7)	DEAL (8)	1ST PILOT (9)	2ND PILOT (10)		(11)	
--- TOTALS BROUGHT FORWARD						5.50	180.45			6.00	413.30							
Novemb																		
①	14	Hurricane 642	self.	---	Setiff - Tunis.		2:30											
"	15	"	"	---	Tunis -		0:30											
"	16	"	"	---	Tunis-Catania (Sicily)		1:40											
"	17	"	"	---	Catania - Bari (Italia)		2:40											
Summary For: NOVEMBER, 1943						1 Hurricane												
No 3 AIRCRAFT DELIVERY UNIT.						2. /												
Date: November 30, 43. Types.						3. /												
Signature: <i>Gazda</i>						4. /												
Nov. 20		DC-3		Pass.	Bari - Oujda													10
GRAND TOTAL [Cols. (1) to (10)]						5.50	188.05			6.	413.30							369.40
Hrs. Mins.																		



January, 1944

Mediterranean Delivery Flight 2

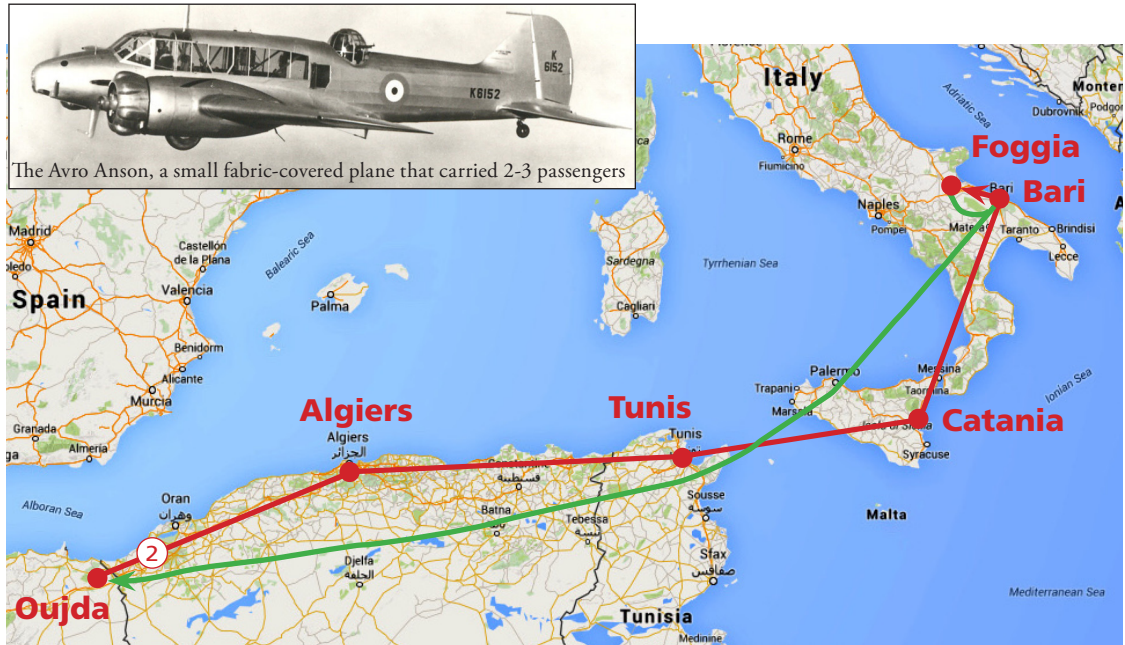
A Kittyhawk to Foggia Italy

1944.		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER
MONTH	DATE	Type	No.				DAY		NIGHT		DAY		NIGHT		
				DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	2ND PILOT	DUAL	1ST PILOT	2ND PILOT		
				(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
TOTALS BROUGHT FORWARD															
January								5.50	188.05					369.40	
-11-	9	Hurricane	969	self-	-	experience.									
-11-	10	Kittyhawk	969	-	-	-									
② -11-	11	-	963	-	-	Al Basa-									
-11-	12	-	636	-	-	Oujda - Alger.									
-11-	12	-	-	-	-	Alger - Tunis									
-11-	13	-	-	-	-	Tunis - Catania									
-11-	13	-	-	-	-	Cat. - Bari									
-11-	13	-	-	-	-	Bari - Foggia									
-11-	18	Anson.	-		PASSENG.	Foggia - Bari.								120	
-11-	16	D.C.	-		-	Bari - Oujda								5.00	

Gazda was based in Oujda, Morocco, (referred to as "Al Basa", which is "The Base" in Spanish).

Gazda flew a Hurricane on January 9 for a half hour, then a Kittyhawk the next day for 20 minutes and another Kittyhawk for (apparently) 2 hours, all three local flights from Al Basa-Oujda. Beginning on Nov. 12, Gazda flew Kittyhawk No. 636 from Oujda to Algiers to Tunis. After an overnight in Tunis, he flew the Kittyhawk to Catania, Bari and then to Foggia.

He flew the short distance from Foggia back to Bari in an Avro Anson (date obscured, but sometime between the 13th and the 16th), then was carried back to Oujda in a DC-3. The distance between the two airfields is 1794 km (1115 miles), so there is an error in the time stated for this flight's duration. A DC-3 cruises at about 170 mph, so it would take at least 6.5 hours to cover this distance. The same trip in a DC-3 made in November was listed at 10 hours, probably also an error. Again, the DC-3 likely made at least one stop enroute, as its range with a full load is barely 1000 miles.



Four short Kitty runs, then across North Africa in a Baltimore

Just after returning from Bari Italy, Gazda flew a Kittyhawk from Casablanca to Oujda, a flight that took 1:35. He made three more flights between the two cities in other Kittyhawks on subsequent days. There is no mention of how he travelled west from Oujda to Casablanca four times, but it could have been a passenger plane or less likely, a train. On January 24, Gazda embarked on another trans-Med flight, this time in Baltimore No. 837. He flew from Oujda to Biskra to Castel Benito, an

RAF base near Tripoli. The base is now known as Tripoli International Airport. On January 25, he flew from Castel Benito to El Adem airbase, just south of Tripoli. This base is now known as the Gamal Abdul El Nasser Airbase, and is used by the Libyan military. On the 26th, he completed his journey, landing in Cairo. He was ferried back to Oujda in a DC-3, a trip that took 15 hours to complete the 3144 km (1954 mile) trip which had to involve one or more en route stops to refuel and rest.

MONTH	DATE	TYPE	NO.	PILOT	ORIGIN	DESTINATION	DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	PILOT (6)	PILOT (7)	DUAL (8)	PILOT (9)	PILOT (10)	(11)	
3	11-18	Kitty	698	self	-	Casablanca - Oujda		1:35										
4	11-19	"	713	"	-	Cas. - O. -		1:35										
5	11-20	"	699	"	-	Casabl. - Oujda		1:35										
6	11-21	"	630	"	-	" - "		1:30										
7	11-24	Baltimore	837	"	radio ops	Oujda - Biskra - Castel Ben.							5:00					
	11-25	"	"	"	"	Castel Benito - El Adem							2:45					
	11-26	"	"	"	"	ADEM. - Cairo							2:00					
Summary For : <u>January 1944</u>							1. <u>Misc.</u>											
No 3 AIRCRAFT DELIVERY UNIT.							2. <u>Kitty</u>											
Date : <u>1. 2. 1944.</u>							3. <u>Baltim.</u>											
Signature <u>Green</u>							4. <u>pass.</u>											
GRAND TOTAL [Cols. (1) to (10)]							5:50		206:40		6:00		424:15				21:20	
.....Hrs.....Mins.							TOTALS CARRIED FORWARD											



February, 1944

Mediterranean Delivery Flights 8, 9, 10, 11

To and from Sicily

MONTH	DATE	Type	No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	DAY		NIGHT		DAY			NIGHT			PASS- ENGER
							DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	
TOTALS BROUGHT FORWARD							5.50	206.40			6.00	424.15					391.
Feb.	8	Kitty.	719	self.	-	Oujda - Alger.	-	1.40									
"	10	"	"	"	-	Alger - Tunis		2.00									
"	12	"	"	"	-	Tunis - Catania/Sicily		1.40									
"	13	Blenheim	918	"	2 passenger	Catania - Tunis		-				2.00					
"	15	"	"	"	1 "	Tunis - Alger (Ragusa)		-				2.30					
"	"	Kitty	722	"	-	Casabl. - Oujda		1.40									
"	"	"	833	"	-	Casabl. - Oujda		1.40									
Summary For : February 1944							8.40				11.30						
No 3 AIRCRAFT DELIVERY UNIT.											4.30						
Date : _____ Types. _____																	
Signature : <i>Gazda</i>																	
GRAND TOTAL [Cols. (1) to (10)]							5.50	215.20			428.45						
.....Hrs.....Mins.							TOTALS CARRIED FORWARD										

On February 8, Gazda departed Oujda in Kittyhawk No. 719 and flew to Algiers. On the 10th, he flew the plane to Tunis. On the 12th, he flew to Catania Sicily. On Feb. 13, he flew Blenheim 918 back to Tunis, carrying 2 passengers. Two days later, he flew the same Blenheim to Algiers. On two other days in February (not listed), he flew Kittyhawks from Casablanca to Oujda.

There is no mention of how Gazda got from Algiers to Casablanca or from Oujda to Casablanca. Since there was rail service between these cities, perhaps that is how Gazda travelled.



The Spitfire and Wellington enter the log book

March 1 saw the first flight by F/Lt Gazda in a Supermarine Spitfire. He took ship number 620 from Casablanca to Oujda, a flight of 1:30. On March 4 he was ferried in a C-47 Dakota from Oujda to Sale, the airport serving Rabat. On the next day, Gazda made his first flight in a Vickers Wellington bomber, serving as the 2nd Pilot (co-pilot) to a F/O Price. This flight, which I have labeled Delivery Flight 13, took three days to cross the continent of Africa, making overnight stops in Algiers, Castel Benito (Tripoli's airport) and Al Adem (near Tobruk) before ending in Cairo

on March 8. There was no ferry return flight, as Gazda instead flew Baltimore No. 306 from Cairo west to Oujda, overnighing in El Adem and Castel Benito. On this flight, F/O Price served as Gazda's 2nd Pilot. Since both the Wellington and the Baltimore had only one pilot seat due to the extremely narrow fuselage, the 2nd Pilot must have been a relief pilot or observer. No gunners were carried on ferry flights, so perhaps the 2nd pilot rode in the nose gunner position. On March 14, a C-47 Dakota took Gazda back to Sale.

YEAR 1944.	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	
	MONTH	DATE				Type	No.
March	-	-	-	-	TOTALS BROUGHT FORWARD	
12	11	1	Spitff.	620	self.	Casabl. - Oujda
	11	4	DACOTA	-	Arc.	oujda Sale
13	11	5	Wellingt.	762	F/O Price	Sale - ALger.
	11	6	"	"	"	Alger. Castel Benito
	11	7	"	"	"	C. Benito - M. Blan
	11	7	"	"	"	M. B. - EL Adem.
	11	8	"	"	"	EL.A. - Cairo
14	11	11	Baltimore	306	self.	Cairo - EL Adem.
	11	12	"	"	"	EL.Adem - C. Benito
	11	13	"	"	"	C. Benito - Oujda
	11	14	DACOTA.	-	Arc.	Oujda - Sale

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER	INSTR/ FLYING hrs. (1)
DAY		NIGHT		DAY			NIGHT				
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)	(11)	DUAL (12)
5.50	215.20			6.00	428.45'						←391
-	1.30										3.40
						3.45					
						4.00					
						2.00					
						2.00					
						2.40					
					3.00						
					4.30						
					5.00						2.00



Supermarine Spitfire



The Supermarine Spitfire was the only British fighter to be in continuous production throughout the war. The Spitfire's distinctive elliptical wing was designed to have the thinnest possible cross-section which enabled the Spitfire to have a higher top speed than several contemporary fighters, including the Hawker Hurricane.

During the Battle of Britain (July–October 1940), the Spitfire was perceived by the public to be the top RAF fighter, though the more numerous Hawker Hurricane shouldered a greater proportion of the burden against the Luftwaffe. However, because of its higher performance, Spitfire units had a lower attrition rate and a higher victory-to-loss ratio than those flying Hurricanes.

After the Battle of Britain, the Spitfire superseded the Hurricane to become the backbone of RAF Fighter Command. Much loved by its pilots, the Spitfire served in several roles, including interceptor, photo-reconnaissance, fighter-bomber and trainer, and it continued to serve in these roles until the 1950s. Although the original airframe was designed to be powered by a Rolls-Royce Merlin engine producing 1,030 hp, it was strong enough and adaptable enough to use increasingly powerful Merlin and, in later versions, Rolls-Royce Griffon engines producing up to 2,340 hp. As a consequence, the Spitfire's performance and capabilities improved dramatically over the course of its life.



Supermarine Spitfire IA single-seat fighter

A Spitfire flown by Polish pilots in the Battle of Britain. Note the Polish Air Force checkerboard rondell on front fuselage.

Supermarine Spitfire Mk IIA

Role	Fighter / Photo-recon
Manufacturer	Supermarine (Vickers)
Produced	1938–1948
Number built	20,351
Crew:	1
Length:	29 ft 11 in (9.12 m)
Wingspan:	36 ft 10 in (11.23 m)
Height:	9 ft 10 in (3.02 m)
Wing area:	242.1 ft ² (22.48 m ²)
Empty weight:	4,541 lb (2,059 kg)
Loaded Weight:	6,172 lb (2,799 kg)
Powerplant:	1 × Rolls-Royce Merlin XII V12 engine, 1,135 hp
Maximum speed:	354 mph, (570 km/h)
Combat radius:	405 mi, (651km)
Ferry range:	1,135 mi, (1,827 km)



Vickers Wellington

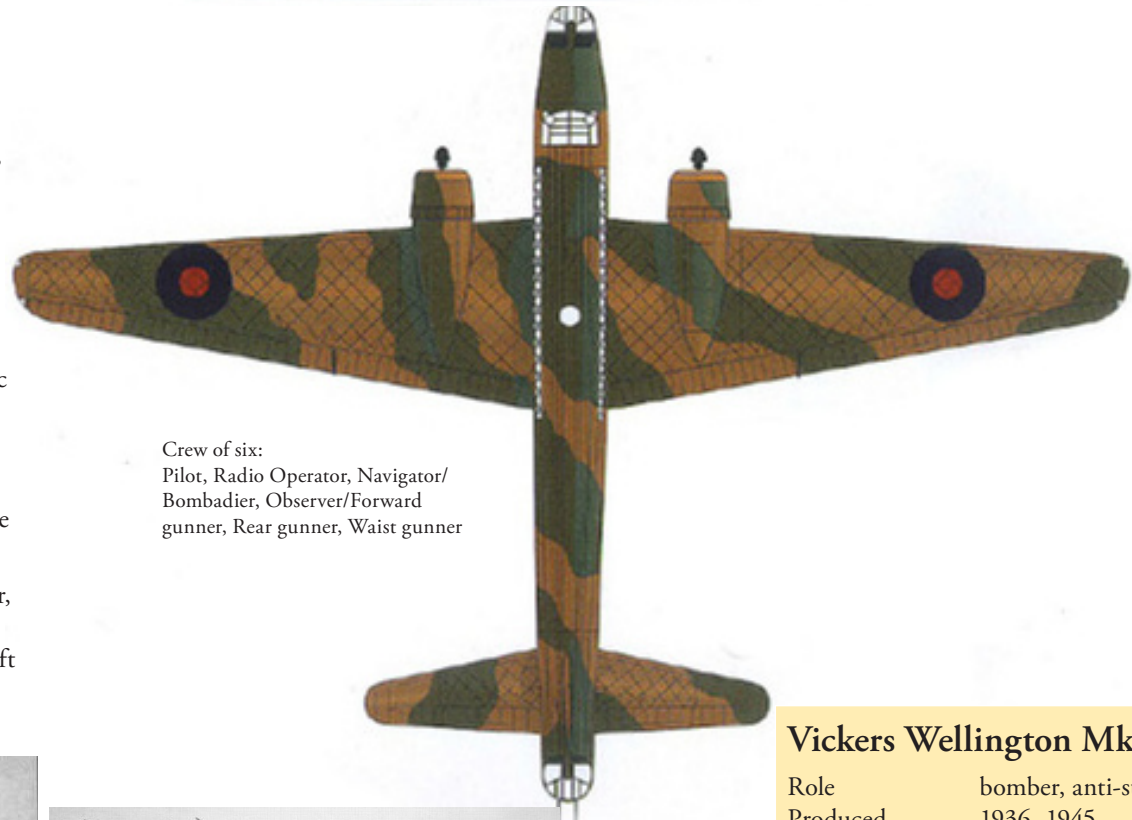
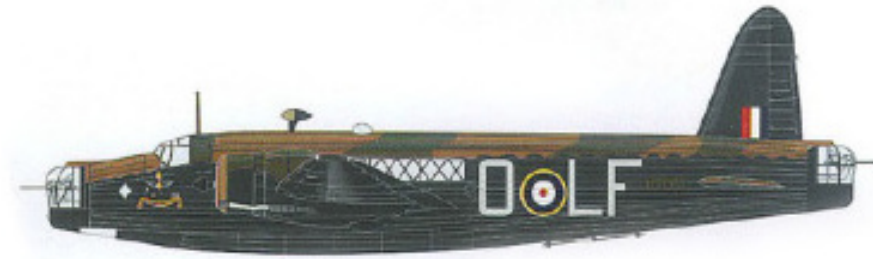
The Vickers Wellington, a twin-engined, long range medium bomber, was widely used as a night bomber in the early years of the Second World War, before being displaced by the larger four-engined “heavies” such as the Avro Lancaster.

The Wellington continued to serve throughout the war in other duties, particularly as an anti-submarine aircraft.

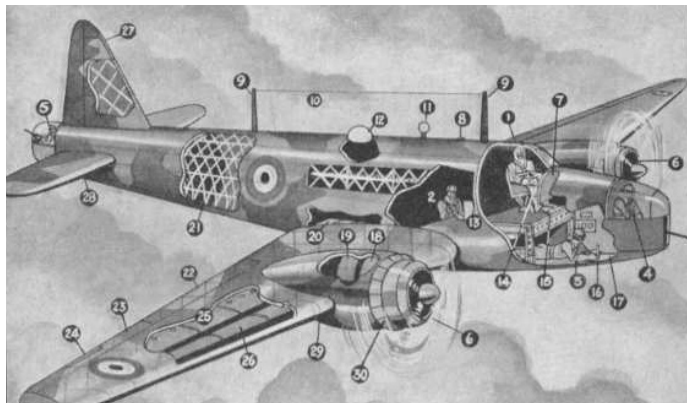
The Wellington used geodesic construction inspired by that in airships. The fuselage was built from 1650 elements of duralumin formed into a framework. Wooden battens were screwed to the framework and covered with Irish linen, which, treated with layers of dope, formed the outer skin of the aircraft. The metal lattice gave the structure strength, because any one stringer could support some of the weight even from the opposite side of the aircraft. Blowing out one side’s beams would still leave the aircraft as a whole intact. As a result, Wellingtons with huge areas of framework missing returned home when other types would not have survived. The dramatic effect was enhanced by the doped fabric skin burning off, leaving the frames exposed.

The geodesic structure was strong and light for its size, which gave the Wellington a load-and-range-to-power-ratio advantage over similar aircraft, without sacrificing robustness.

While the Wellington was superseded in the European Theater, it remained in operational service for much of the war in the Middle East, particularly in North Africa. This versatile aircraft also served in anti-submarine duties with 26 Squadron SAAF based in Takoradi, Gold Coast.



Crew of six:
Pilot, Radio Operator, Navigator/
Bombardier, Observer/Forward
gunner, Rear gunner, Waist gunner



Vickers Wellington Mk IC

Role	bomber, anti-submarine
Produced	1936–1945
Number built	11,461
Crew:	6
Length:	64 ft 7 in (19.69 m)
Wingspan:	86 ft 2 in (26.27 m)
Height:	17 ft 5 in (5.31 m)
Empty weight:	18,556 lb (8,435 kg)
Max. takeoff wt:	28,500 lb (12,955 kg)
Powerplant:	2 × 1,050 hp each
Maximum speed:	235 mph (378 km/h)
Range:	2,550 mi (4,106 km)

March, 1944, continued

To Cairo and back

Mediterranean Delivery Flights 15, 16, 17

On Flight 15, Gazda delivered a Wellington to Cairo, serving as 2nd Pilot on that flight. He returned to Setif on Flight 16, piloting a Baltimore to Setif. He finished the month delivering a Wellington to Algiers.

The Avro Anson makes its second appearance in the log book. Gazda was a passenger on the small, wood-framed aircraft on the 3 hour 40 minute flight from Setif to Oujda on March 22.

YEAR 1944.		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
TOTALS BROUGHT FORWARD						
March						
15	15	Wellingt.	145	F/O Myszkow	2 pilot.	Sale - Biscera
"	16	"	"	"	"	Biscera - EL Adem
"	17	"	"	"	"	EL.A. - Caizo
16	20	Baltimore	FW373	Self	pass. sq. Renolds radio set GRAY	Caizo - EL Adem.
"	21	"	"	"	"	EL Ad - Maerbl. cart. B. Biscera
"	22	"	"	"	"	Biscera - Setif.
"	22	ANSON	-	-	passeng.	Setif., Oujda
"	25	DC 3	818	-	"	Oujda - Sale.
17	26	Wellingt.	935	F/O Myszkow	Self -	Sale - Oran. - Algier
Summary For: MARCH 1944		No 3 AIRCRAFT DELIVERY UNIT.		Date: 29.3. 1944		
		Types:		1. Spitf.		
				2. Baltimore.		
				3. WELLING.		
				4. pasaz		
TOTALS CARRIED FORWARD						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER	INSTA/ FLYING COS. (1)		
DAY		NIGHT		DAY		NIGHT		DUAL	1ST PILOT			2ND PILOT	
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)						1ST PILOT (9)	2ND PILOT (10)
5.50	215.20			6.00	428.45'								←391
										4.00			
										6.00			
										2.40			
										2.20			
										7.05			
										1.00			
										3.50			
130													3.40
													2
										22.55	30.55		
													11.20
550	21650	-	-	600	451.40	30.15							40220



May, 1944

Mediterranean Delivery Flights 21, 22, 23, 24

The Beaufighter makes a debut, plus dual time in a DC-3

On April 28, Gazda was in Blida, Algeria. On May 2, he was in Oujda, departing in Baltimore No. 372 for Setif. No mention in the logs on how he got from Blida to Oujda, which had to occur

sometime between the 28th and the 2nd. Perhaps he took a train. While a passenger for 2 hours, he logged 6 hours dual time in a DC-3 on May 4 (yellow highlight). More about that on page 73.

YEAR 1944		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
Mou	-	-	-	-	-	TOTALS BROUGHT FORWARD
21	"	Baltimore	372	Self	-	Oujda - Setif.
"	4	D.C. 3	-	-	passeng.	Oujda - Setif
22	"	Beaufighter	315	Self	w/ocampin	Sale - Oujda.
"	8	"	"	"	rad/ocp.	Oujda - C. Benito
"	9	"	"	"	"	C. Benito - EL Adem
"	9	"	"	"	"	EL Adem - Cairo
"	13	D.C. 3.	-	"	passeng.	Cairo - Oujda
"	20	"	-	"	"	Oujda - Rabat
23	"	Beaufighter	393	"	w/19 Campin	Rabat - C. Benito
"	22	"	"	"	"	C. Benito - Cairo
"	26	D.C. 3.	-	"	passeng.	Cairo - Oujda
"	29	"	-	"	"	Oujda - Sale
24	"	Beaufighter	193	"	w/ocampe.	Rabat - Alger.

Summary For : May 1944 1. Beaufighter
 No 3 AIRCRAFT DELIVERY UNIT. 2. Baltimore
 Date : 31. 5. Types. 3.

GRAND TOTAL [Cols. (1) to (10)]

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY			NIGHT			
DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	END PILOT	DUAL	1ST PILOT	END PILOT	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
5.50	216.50				461.00	33.40				409.20
				6.00						2.00
					1.30					
					4.30					
					3.30					
					2.00					
										15.00
										2.30
					6.00					
					4.30					
										14.00
										2.00
					3.45					
					28.25					35.30
					2.00					
5.50	216.50			6.00	489.35	33.40				434.50

f. R. [signature]
 D/O. C. 3 A. D. U.



May, 1944 continued

A note about the May 4 DC-3 dual time:

This may be the first time F/Lt Gazda piloted a Douglas DC-3. He lists 6 hours dual time and 2 hours passenger time in a DC-3 on a flight from Oujda to Setif. I think the flight was actually from Setif to Oujda since he had just arrived in Setif on May 2. The 2 hours passenger time was probably for that flight from Setif to Oujda. After arriving in Oujda, he then received the dual instruction time in the DC-3, departing and arriving at that air base. Typically, dual instruction involves a student sitting in the left (pilot) seat and flying the aircraft, while a flight instructor sits in the right (co-pilot) seat and gives orders to do various manoeuvres, observing the student and making suggestions. This is how pilots get certified to fly a new type.

Douglas DC-3 “Dakota”



The Douglas DC-3 is one of the most important aircraft ever built. It enabled airlines to make profits for the first time, and was the primary airliner in the world from 1935 to well into the 1950s.

The C-47 military version of the DC-3 played a significant role in the Allied victory in WWII. General Dwight D. Eisenhower, Supreme Commander of Allied Forces in Europe, termed it one of the three most vital pieces of military equipment used to win the war, along with the Jeep and the M-1 rifle.

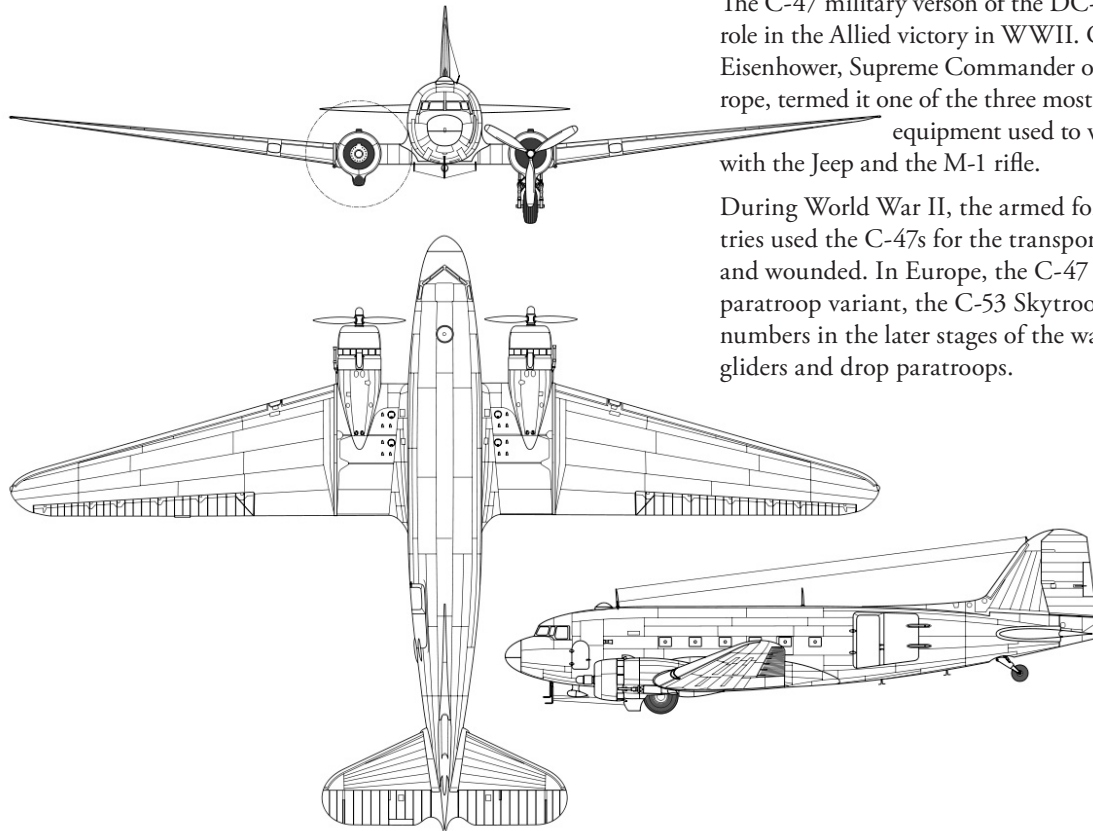
During World War II, the armed forces of many countries used the C-47s for the transport of troops, cargo, and wounded. In Europe, the C-47 and a specialized paratroop variant, the C-53 Skytrooper, were used in vast numbers in the later stages of the war, particularly to tow gliders and drop paratroops.

The 2000 C-47s in British and Commonwealth service were given the name “Dakota,” possibly inspired by the acronym “DACoTA” for Douglas Aircraft Company Transport Aircraft. As a supply plane, the C-47 could carry up to 6,000 pounds of cargo. It could also hold a fully assembled jeep or a 37 mm cannon. As a troop transport, it carried 28 soldiers in full combat gear. As a medical airlift plane, it could accommodate 14 stretcher patients and three nurses.

C-47s remained in active military service long after the end of World War II. They played a critical role in the 1948 Berlin Airlift and saw action in the Korean and Vietnam wars. More than 300 DC-3/C-47 aircraft are still flying, 80 years after the first one flew.

Douglas C-47B (Dakota IV)

First flight (DC-3):	17 December 1935
First Flight (C-47B):	23 December 1941
Number built :	13,177
Crew: 4 (Pilot, Co-Pilot, Navigator, Radio Operator)	
Capacity:	28 troops
Length:	63 ft 9 in (19.43 m)
Wingspan:	95 ft 6 in (29.41 m)
Empty weight:	18,135 lb (8,226 kg)
Loaded weight:	26,000 lb (11,793 kg)
Powerplant:	2 × 1,200 hp each
Cruise speed:	170 mph (257 km/h)
Range:	1,600 mi (2,575 km)



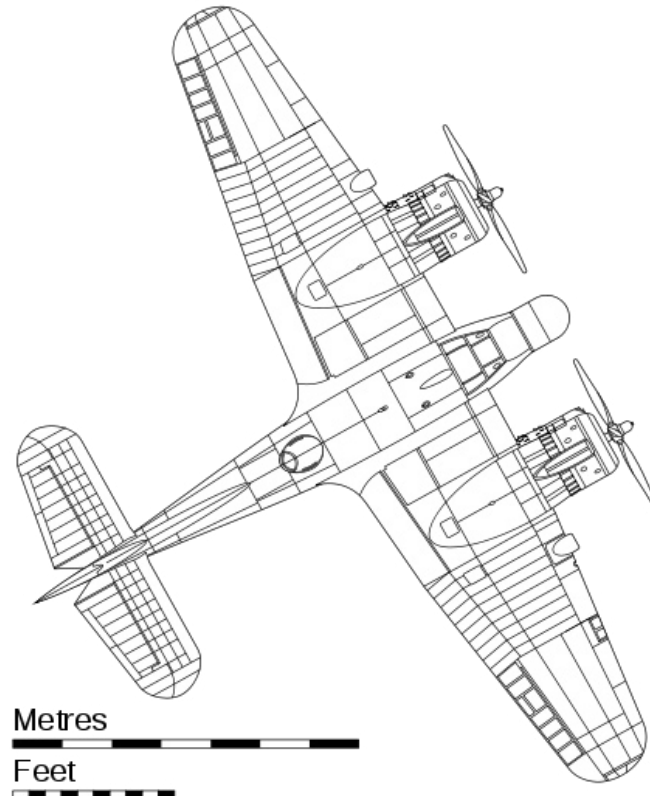
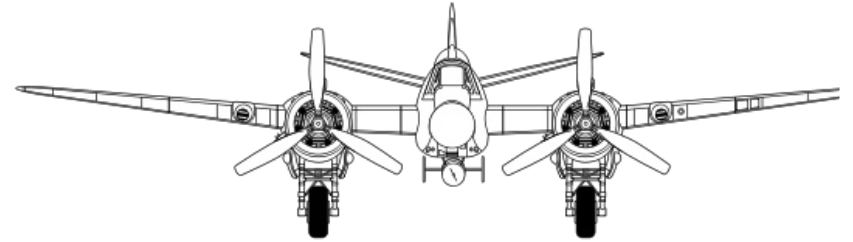
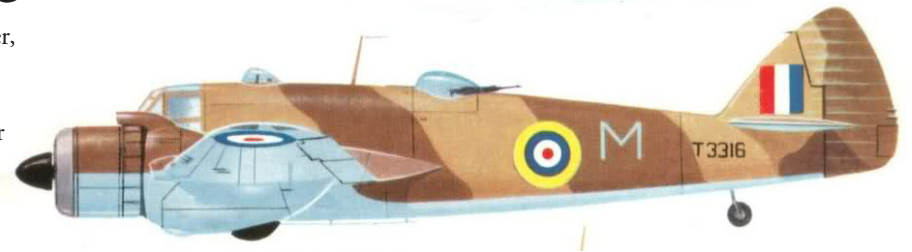
Bristol Beaufighter

Bristol Beaufighter

Role	Heavy fighter / strike aircraft
Produced	1940–1946
Number built	5,928
Crew:	2: pilot, observer
Length:	41 ft 4 in (12.6 m)
Wingspan:	57 ft 10 in (17.65 m)
Height:	15 ft 10 in (4.84 m)
Max. takeoff wt:	25,400 lb (11,521 kg)
Powerplant:	2 × Bristol Hercules 14-cylinder radial engines, 1,600 hp each
Maximum speed:	320 mph (515 km/h)
Range:	1,750 mi (2,816 km)

The Beaufighter had a long career, first as a night fighter, then as a fighter bomber. By fighter standards, the Beaufighter was rather heavy and slow. It had an all-up weight of 7,000 kg and a maximum speed of only 540 km/h. Nevertheless, this was all that was available at the time.

By the autumn of 1943, the de-Havilland Mosquito was available in enough numbers to replace the Beaufighter as the primary night fighter of the RAF.



Light Duty in June

May 31 found Gazda in Algiers, after delivering a Beaufighter from Rabat/Sale Airport. By June 4, he was back at the main base in Oujda. No mention of how and when the return trip was made. While June, 1944, was a momentous month in WWII (Rome was liberated on June 4, D-Day on June 6), the month saw relatively light duty for Gazda, with just one delivery- a Kittyhawk from

Oujda to Tripoli via Algiers. The return trip in a DC-3 was listed as starting at "Aloina", which I could not find anywhere. I have to assume that this was some airfield near Tripoli, as the flight time for the leg would indicate. On June 8, Gazda was back in Oujda. Nothing in the log book until June 29, when he was carried to Sale in a DC-3.

YEAR 1944		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER
MONTH	DATE	Type	No.				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
						TOTALS BROUGHT FORWARD									
Jun.															
25	4	Kitty.	812.	self.	-	Oujda- ALgez.	5:50	2:16:50			6:00	48:35	33:40		434.50
-11-	6	-11-	-11-	-11-	-	ALgez - Tripoli:		2:00							
-11-	7	D.C.3.	-	-	pass.	Aloina - ALgez.		2:10							300.
-11-	8	-11-	-	-	-	ALGER - Oujda-									2.10
-11-	29	-11-	-	-	pass.	Oujda - Sale.									2.00
						Summary For : Jun. 1944 1. Kitty									
						No 3 AIRCRAFT DELIVERY UNIT. 2.									
						Date : 29.7 3.									
						Signature: Jun T.P.S. 4.									
						f. R. Chandler 17.1 10 C. S									
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD									
						5:50	22:10:00			6:00	48:35	33:40		442	



July, 1944

Two more Wellingtons

Mediterranean Delivery Flights 26 and 27

Again, a bit of a gap in Gazda's log book. On June 29, he was flown to Sale in a DC-3. The next entry in the log book was on July 6, when he was again carried from Oujda to Sale, this time in an Anson. Oh well. The rest of the July flights do not have gaps in the time-space continuum. He made a short flight in a Wellington from Sale to Algiers on

July 7 and was ferried back to Oujda on the 9th in a DC-3. On July 12, he was ferried to Sale, where he picked up another Wellington on the 13th and departed for Cairo, arriving on the 14th. On July 19, he was carried back to Oujda in a Dakota, a trip of 15 hours which had to make at least one stop enroute and likely took two or more days.

YEAR 1944		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	DAY		NIGHT		PASS- ENGER						
MONTH	DATE	Type	No.				DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)		DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	(8)	1ST PILOT (9)	2ND PILOT (10)	(11)
July	-	-	-	-	-	TOTALS BROUGHT FORWARD	5.50	22.100	6.00	489.35	33.40				442.00		
	11	6	ANSON	-	pass.	Oujda - Sale					3.30				3.00		
26	11	7	WELLINGT	162	self.	Sale - ALGER.									2.30		
	11	9	D.C.3	-	pass.	ALGER - Oujda.									2.00		
	11	12	"	-	"	Oujda - Sale.											
27	11	13	WELLING	-	self	Sale - C. Benito				5.50							
	11	14	"	-	"	C. Benito - Caizo.v.				5.40							
	11	19	DAKOTA	-	pass.	C. W. - Oujda.									15.00		
Summary For: July 1944							1. wellingt										
No 3 AIRCRAFT DELIVERY UNIT.							2.										
Date: 30.8							Types: 3										
Signature: [Signature]							4.										
GRAND TOTAL [Cols. (1) to (10)]							5.50	22.100	6.00	489.35	48.00				464.30		
.....Hrs.....Mins.							(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)



First Mustang Delivery

August, 1944

Mediterranean Delivery Flight 28

Gazda arrived in Oujda on July 19 after completing Delivery Flight 27. The next entry in the log book was more than a month later. One hopes he didn't spend the month in the hell-hole that was Oujda during the hottest weeks of the year. On August 23 he was flown in a DC-3 from Oujda to Blida, a 2-hour flight. The next day, he picked up Mustang No. 948

and flew it nonstop to Catania Sicily, a 3-hour flight. This is the first time the U.S. built Mustang fighter aircraft appears in his log book. He spent the August 26 and 27 in what must have been the relative paradise of a city on the Mediterranean before being ferried back to Oujda in a DC-3.

YEAR 1944		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- -ENGER (11)			
MONTH	DATE	Type	No.				DAY	NIGHT	DAY	NIGHT	DUAL	1ST PILOT	2ND PILOT	DUAL		1ST PILOT	2ND PILOT	
							DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)		
TOTALS BROUGHT FORWARD							5.50	221.00			6.00	489.35	48.00				464.30	
August	- 11 -	23	D.C. 3	-	-	pass. Oujda - Blida.											2.00	
28	- 11 -	24	DUJANG	948	Self -	Blida - Catania		3.00										
	- 11 -	28	D.C. 3	-	-	CATANIA - Oujda											6.30	
Summary For: August 1944 1 Mustang No 3 AIRCRAFT DELIVERY UNIT. 2. Date: Aug 28.9. Types. 3. Name: <i>Gazda</i> 4.							3.00										8.30	
GRAND TOTAL [Cols. (1) to (10)]							5.50	224.00	6.00	489.35	48.00							471.00

J. R. Chandler
O.C. Section F.



The Pentultimate WWII Fighter

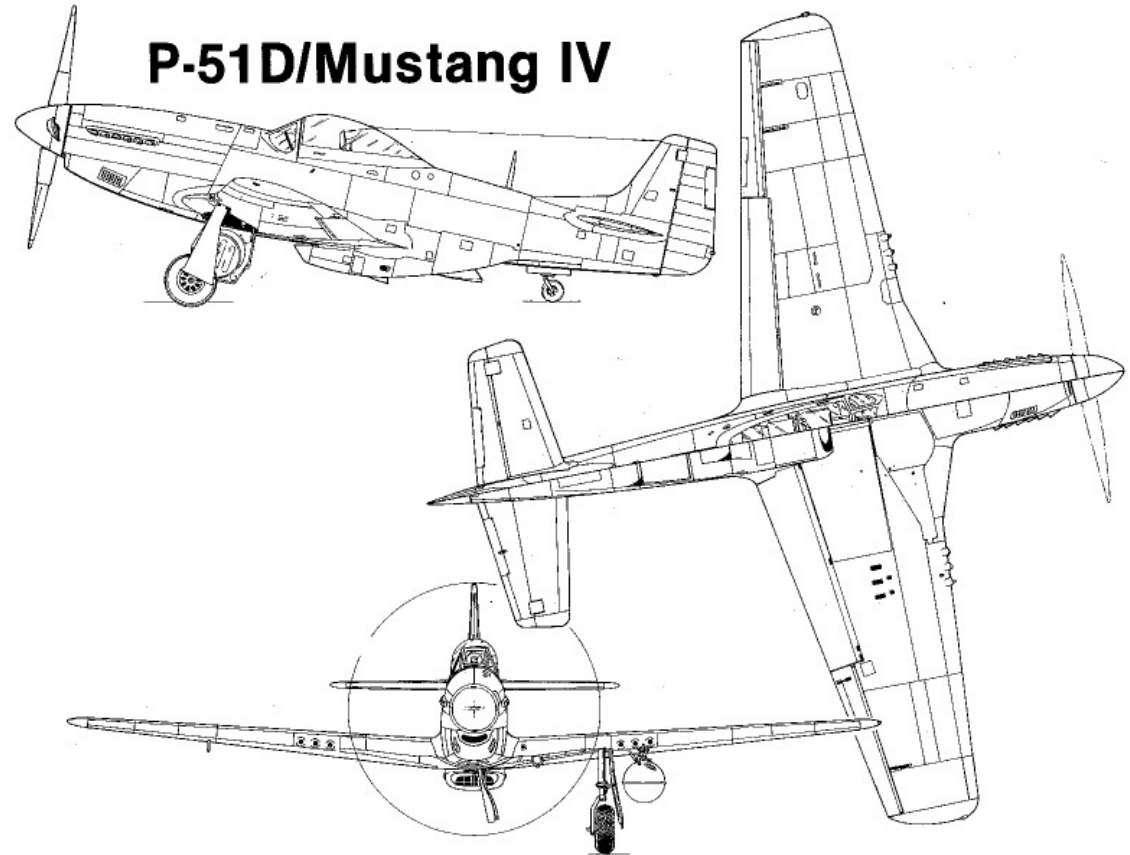
An amazing array of firsts was piled up by the Mustang while carrying the war to the heart of the German fatherland. It was the first single-engined plane based in Britain to penetrate Germany, first to reach Berlin, first to go with the heavy bombers over the Ploesti oil fields and first to make a major-scale, all-fighter sweep specifically to hunt down the dwindling Luftwaffe.

One of the highest honors accorded to the Mustang was its rating in 1944 by the Truman Senate War Investigating Committee as “the most aerodynamically perfect pursuit plane in existence.”

The first Mustangs (Mk. I) used the Allison V-1710 engine, which had limited high-altitude performance. The addition of the Rolls-Royce Merlin to the P-51B/C model transformed the Mustang’s performance at altitudes above 15,000 ft, matching or bettering that of the Luftwaffe’s fighters. The definitive version, the P-51D, was powered by the Packard V-1650-7, a license-built version of the Rolls-Royce Merlin 60 engine with a two-stage two-speed supercharger, and armed with six .50 caliber Browning machine guns.



P-51D/Mustang IV



P-51D Mustang

Role	Fighter
National origin	United States
Manufacturer	North American Aviation
Introduction	1942
Number built	5,586
Crew:	1
Length:	32 ft 3 in (9.83 m)
Wingspan:	37 ft 0 in (11.28 m)
Height:	8 ft. 8 in
Loaded weight:	9,200 lb (4,175 kg)
Max. takeoff wt:	12,100 lb (5,490 kg)
Powerplant:	1 × Packard Merlin V-1650-7 liquid-cooled supercharged V-12, 1,490 hp; 1,720 hp at War Emergency Power
Maximum speed:	437 mph (703 km/h)
Cruise speed:	362 mph (80 km/h)
Range:	1,650 mi (2,755 km) with external tanks
Guns:	6 × 0.50 caliber M2 Browning machine guns with 1,880 total rounds (400 rounds for each on the inner pair, and 270 rounds for each of the outer two pair)
Bombs:	2 × hardpoints for up to 2,000 lb
Rockets:	6 or 10 × T64 5.0 in (127 mm) H.V.A.R

A busy month

Another busy month. There were three flights in Beaufighters from Rabat-Sale to Blida in mid-September. After each flight, he took land transportation to Algiers, then was flown back to Oujda and Sale in Dakotas. On September 25, he took Beaufighter No. 490 from Rabat-Sale airport to Tripoli-Castel Benito airport. The next day, he flew the Beaufighter to Cairo.

The westbound return trip from Cairo to Oujda took place on October 1-2 (next page). No mention of how Gazda got from Blida on Sept. 19 to Oujda on Sept. 23, so I will assume it was the same as his other trips to Blida- take land transportation the short distance from Blida airfield to Algiers airport, then a Dakota from Algiers to Oujda.

September, 1944

Mediterranean Delivery Flights 29, 30, 31, 32

1944		Type	No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE					
TOTALS BROUGHT FORWARD						
Septemb	-	-	-	-	-	-
-	9	Dacota	-	-	pasaz.	Oujda sale
29	11-10	Beaufight	213	Self	-	Rabat - Blida.
-	11	Dacola	-	-	pasaz.	ALger. - Oujda-S.
-	14	-	-	-	-	Oujda - Sale
30	11-15	Beaufigh	128	Self.	-	Sale - Blida.
-	16	Dacota	-	-	pasaz.	ALq. - Oujda.
-	18	-	-	-	-	Oujda - Sale.
31	11-19	Beaufigh	117	Self.	-	Sale - BLida.
-	23	Dae.	-	-	pas.	Oujda - Sale
32	11-25	Beaufiq	490	Self.	r.ops.western	Rabat - C. Benito
-	26	-	-	-	-	C. Ben. - Cairo
-	30-29	Dacota	-	-	pasaz.	Cairo - Aug. C. B. Base. Oujda
Summary For: Septemb. 1944						1 Beaufight.
		No 3 AIRCRAFT DELIVERY UNIT.				2.
		3 A DU				
GRAND TOTAL [Cols. (1) to (10)]						
.....Hrs.....Mins.						
TOTALS CARRIED FORWARD						

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS- ENGER
DAY		NIGHT		DAY		NIGHT		2ND PILOT		
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)		1ST PILOT (9)	
TOTALS BROUGHT FORWARD				600	489.35	48.00			471.	
5.5	224			-3.00				2		
				-3.00				2		
				3.00				3		
				5.45				2		
				5.25				3		
				2.10				16		
				2.10				15.00		
5.50	224			600	510.45			486		



October, 1944

Mediterranean Delivery Flights 33, 34

Rabat to Cairo: F/Lt Gazda's final flight in North Africa

After returning to Oujda after Flight 32, Gazda was flown to Sale on October 7. Five days later, he flew a Beaufighter to Algiers. He returned to Oujda, then was flown back to Sale before starting Flight 34. On October 21 and 22, he flew a Beaufighter from Rabat/Sale to Cairo, making an

overnight stop in Tripoli-Castel Benito airfield. That trip took 11 hours of flying time to complete. The return trip in a Dakota took 15 hours of flying time, and likely required two or three stops enroute, as did the other return flights from Cairo. Flight 34 was the last one in Gazda's log book.

YEAR 1944		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER
MONTH	DATE	Type	No.				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT		DAY	NIGHT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
TOTALS BROUGHT FORWARD							550	224			600	510.45			4860
Octob.	-	-	-	-	-	-								1600	
-	11	1,2	Dacota	-	-	pasaz.								200	
-	11	7	-	-	-	-								200	
33	11	12	Beaufigh.	456	Self.	pil. Gazda				3:00				2:30	
-	11	13	Dacota	-	-	oper. fls								2:00	
-	11	18	-	-	-	pasaz.								2:00	
34	11	21	Beaufigh.	527	Self.	pil. Gazda				6:00					
-	11	22	-	-	-	radio op. fls Ray				5:00					
-	11	26	Dacota	-	-	pasaz.								1500	
Summary For : Octob. 1944											14:00			37:30	
No 3 AIRCRAFT DELIVERY UNIT.											f. R. handle 91				
GRAND TOTAL [Cols. (1) to (10)]							550	224			524.45			52330	
TOTALS CARRIED FORWARD															



Final Summary and Assessment, November, 1944

According to the table at the end of his log book, F/Lt Gazda's Grand Total service flying time for the RAF was 803 hours

The rest of the listed times are probably be for his service in the "unit", the No. 3 Aircraft Delivery Unit, which he served in between November, 1943, and October, 1944.

Single engine AC: 37:55

Twin engine AC: 160:55

Total for the Unit: 198:50

Passenger: 523:30

To check the figures, I added up the times listed on each page in his log book for his service with No. 3 ADU in North Africa and got this:

Single engine AC: 44:15

Mult engine 1st Pilot: 101:10

Multi-engine 2nd Pilot (Wellingtons): 48:20

Multi-engine Dual instruction (DC-3): 6:00

Total Multi-engine: 154:30

Total time for the unit: 198:45

Passenger: 165:20

So the pilot times shown on the table are those for No. 3 ADU in North Africa, but the passenger totals are those for his entire RAF career.

Note that he is rated "Above Average" as a ferry pilot.

(#9561-117 W.L. 10877-081 40,000 5/42 T.S. 700) **FORM 414 (A)**

SUMMARY of FLYING and ASSESSMENTS FOR UNIT YEAR COMMENCING 1st Nov..... *1944.
 [* For Officer, insert "JUNE"; For Airman Pilot, insert "AUGUST."*]

	S.E. AIRCRAFT		M.E. AIRCRAFT		TOTAL for year UNIT.	GRAND TOTAL All Service Flying
	Day	Night	Day	Night		
DUAL						803 hrs WITH THE
PILOT	37:55		160:55		198:50	B.A.F.
PASSENGER					523:30	

ASSESSMENT of ABILITY
 (To be assessed as :-Exceptional, Above the Average, Average, or Below the Average)

(i) AS A FERRY... † PILOT..... Above Average.....
 (ii) AS PILOT-NAVIGATOR/NAVIGATOR..... Average.....
 (iii) IN BOMBING..... /.....
 (iv) IN AIR GUNNERY..... /.....

† Insert :- "F.", "L.B.", "G.R.", "F.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED.

Date..... Signature..... *[Signature]*
 Officer Commanding.....

The log book page for October, 1944, lists the total times for F/Lt Gazda in the RAF:

YEAR 1944	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT				PASS- ENGER
	Type	No.				DAY		NIGHT		DAY		NIGHT		
						DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)		1ST PILOT (9)	2ND PILOT (10)
Octob.					TOTALS CARRIED FORWARD	5:50 (1)	224:00 (2)			6:00 (5)	524:45 (6)	48:00 (7)		523:30 (11)

Single engine dual instruction: 5:50

Single engine pilot: 224:00

Multi-engine dual instruction: 6:00

Multi engine 1st pilot: 524:45

Multi-engine 2nd pilot: 48:00

Passenger time: 523:30

Adding the pilot times equals 808:25, close to the "803" listed in the table above.

Feliks Gazda's Medals



The Cross of Valor
(Krzyż Walecznych),
This Polish military decoration is awarded to an individual who “has demonstrated deeds of valor and courage on the field of battle.” The medal is given only in wartime or shortly after.



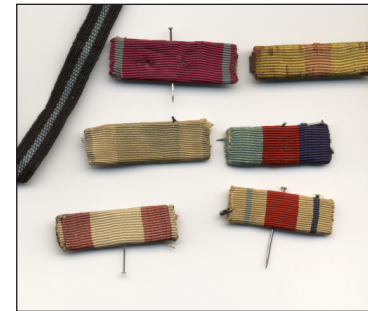
The Silver Cross of Merit with Swords
This is awarded for deeds of bravery and valor during time of war not connected with direct combat, and for merit demonstrated in perilous circumstances.



Medal of Polish Independence
Gazda's third medal, marking the 10th anniversary of Polish Independence



Polish Air Force pilot's wings



F.Lt Gazda's ribbons



Polish air force insignia



RCAF Association pin

