



“Her Majesty’s government will never forget the debt they owe to the Polish troops who have served them so valiantly and for all those who have fought under our command.”
Sir Winston Churchill



TIMELINE OF THE WAR

In this timeline some of the key events in World War II have been highlighted. These historical dates and events provide context to the involvement of the Polish Air Force in the conflict.

1 September 1939, 4.40 am
Nazi Germany invaded Poland. Poland had used a force of 392 aircraft to defend itself against 2,429 German aircraft. On 3 September Britain and France declared war on Germany.

17 September 1939
Soviet Russia invaded Poland from the East. Over 2 million Polish people were forced to leave their homes and deported to labour camps in Siberia and other parts of the Soviet Empire. Thousands starved and died.

September 1939 onwards
Over 12,000 Polish aircrew escaped Poland and travelled to France and England, often via Romania and Hungary using fake passports.

Spring 1940
Polish Air Force fought in France under command of the French Air Force (Armée de l’Air). Polish pilots were mostly posted to French squadrons.

10 May 1940
Germany invaded France, Belgium and the Netherlands. France surrendered on 22 June. Polish aircrew made their way to England. Polish Air Force Centre was formed in Eastchurch then in Blackpool, and Polish aircrew started basic, then operational, training.

1 July 1940
The first Polish bomber squadron, No 300 “Province of Mazovia”, was formed at RAF Bramcote.

10 July 1940
The Battle of Britain started. On the 19 July Antoni Ostowicz of 145 Squadron based at Tangmere shared in the destruction of a He111. This was the first victory credited to a Polish airman in the Battle of Britain.

13 July 1940
The first Polish fighter squadron was formed at RAF Leconfield, it was No 302 “City of Poznan” Squadron. On 2 August fighter No 303 “Kosciuszko” Squadron was formed at RAF Northolt.

30 August 1940
303 Squadron became fully operational. It became the highest scoring squadron during the Battle of Britain.

30 July 1941
Due to the German invasion of Soviet Russia on 22 June 1941 the Mayski – Sikorski agreement was signed in London on 30 July. This agreement granted amnesty to over 40,000 Polish citizens kept in Russian gulags.

17 May 1944
The Polish II Corps made the final assault on Monte Cassino, Italy. The day after the Polish Armoured Cavalry raised the Polish flag over the ruins.

6 June 1944
Polish squadrons were involved in D-Day, the British and Allied invasion of France, in a major offensive against the Germans.

4 – 11 February 1945
The Yalta Conference was called by Britain, United States of America and Soviet Russia to decide what would happen when World War II ended. It was decided that the east of Poland would be absorbed into the Soviet Union and the west would be governed by the Soviet Union.

8 May 1945
Victory in Europe Day. Public celebrations of British and Allied acceptance of Nazi Germany’s surrender. On 15 August 1945 Japan surrendered, officially ending World War II.

8 June 1946
Victory Parade in London to commemorate the end of World War II. Polish aircrew were invited to march in the parade with the Royal Air Force. They declined due to the exclusion of the other branches of the Polish Armed Forces.



“Had it not been for the magnificent material contributed by the Polish squadrons and their unsurpassed gallantry, I hesitate to say that the outcome of the Battle would have been the same.”
Air Chief Marshal Sir Hugh Dowding,
leader of Fighter Command



17,000 REASONS TO REMEMBER

Our ‘17,000 Reasons to Remember’ exhibition commemorates the contribution of Polish aircrew during World War II. After Poland was invaded in September 1939, Polish air crew fought alone for 17 days before beginning their incredible journeys to France and Britain to continue fighting against Nazi Germany.

Britain was initially reluctant to welcome Polish airmen into the Royal Air Force, however they were soon flying and fighting in Bomber Comand, Fighter Command and Coastal Command.

With four bomber squadrons, ten fighter squadrons, flying schools, ground crew training centres and even their own football team, the Polish Air Force eventually became the biggest British allied aerial force in Europe.

Young people from Aik Saath — Together As One interviewed 12 veterans and their families. Their stories are integrated into the exhibition and give insight into the experiences of the 17,000 people whose stories this exhibition commemorates and remembers.



Eugeniusz Borysiuk
(second from left) was born in Przedzielsk on 3 November 1927. After being released from a Soviet labour camp, he travelled to Britain and joined the Polish Air Force School at RAF Halton and RAF Cranwell.



Mirosław Ferić
(right) was born in Travník on 17 June 1915. He fought in Poland. After the fall of France, Ferić was evacuated to Britain where he joined the Polish 303 Squadron. He was killed in a flying accident in 1942. We interviewed his son Philip Methuen Ferić.



Aleksander Gabszewicz
was born in Szawle on 6 December 1911. He flew operationally in Poland then in France and during the Battle of Britain and later went on to command the Polish 316 Squadron and the 131 (Polish) Fighter Wing. We interviewed his son Stefan Gabszewicz.



Ignacy Jankiewicz
(far left) was born in Krzeszów on 18 January 1928. On his release from a Soviet labour camp, he made his way to Britain and joined the Polish Air Force School at RAF Halton and Cranwell.



Andrzej Jeziorski
(second from left) was born in Warsaw on 23 December 1922. He trained as a bomber pilot and was then posted to Polish 304 Coastal Command Squadron.



Franciszek Kornicki
(far right) was born in Wereszyn on 18 December 1916. When he arrived in Britain after fighting in Poland and France, he flew with the Polish 307 then 303 Squadron and later joined the 315 Squadron. He went on to command the 308 and the 317 Squadrons.



Julian Michalski
was born in Puławy on 5 February 1919. He joined the Polish 316 Squadron as a ground crew member before training as a navigator and being posted to Polish 304 Coastal Command Squadron.



Jan Stangryciuk
(right) was born in Chełm on 19 April 1922. He trained as an air gunner and flew operationally with the Polish 300 Bomber Squadron.



Roman Szymanski
(right) was born in Stanisławów on 2 August 1923. On his release from a Soviet labour camp, he made his way to Britain and trained as pilot, he later became a flying instructor.



Stanisław Włosok-Nawarski
(right) was born in Drohomyśl on 10 August 1921. He completed his training as a fighter pilot and was posted to the Polish 316 Squadron and then later joined the Polish 302 Squadron.





German Ju 87 Stuka over Poland. These dive bombers were often used against civilians.

OUTBREAK OF WAR

On 1 September 1939 Nazi Germany invaded Poland without any warning or declaration of war. German forces attacked Polish territory on several fronts – attacking the western borders of the country as well as from East Prussia in the north. A total of 1.5 million troops invaded and German planes bombed Polish cities.



Polish Air Force School in Deblin, one of the best military schools in the world.



Polish PZL P.37 Los bomber plane with 111th “Kosciuszko” Fighter Squadron PZL P.11s lined up behind.



Polish PZL P.37 Los modern bomber.

Andrzej Jeziorski was just 17 years old when war broke out. He returned home from his summer break to the sound of air raid sirens. He walked out into his garden to a formation of German Bombers flying overhead; the first sign that Poland was under attack.

Eugeniusz Borysiuk, despite being only 12 years old at the time, remembers large numbers of people making the journey from the west of Poland away from the German invasion. On 17 September, Poland was invaded from the east by Stalin’s Soviet Union. With two enemies attacking from both sides of Poland and no escape route, many Polish people were left trapped in the middle of the country.

As a result of the Soviet invasion many Polish people, including women and children, were deported to labour camps in Siberia. Borysiuk’s father had served as a police officer; their family was targeted and taken as prisoners of war. He recalls Soviet soldiers asking his father to come to the police station to sign a document. This was the last time they saw each other, as his father was arrested and separated from his family. Later, Borysiuk and his family were transported by cattle truck to Siberia, passing the Ural Mountains in the Novosibirsk area on the River Ob.



Citizens of Warsaw celebrating Britain's declaration of war on Germany.



Defending Warsaw.



Polish PZL P.11 fighter plane, a most advanced aircraft in early 1930s, by 1939 it was obsolete. No match for the German Bf 109 or Bf 110.



Polish airmen assembled in Romania.

Ignacy Jankiewicz, who was 11 years old at the time, was also taken to a Siberian camp with his family. He remembers the terrible conditions. People of all ages were forced to work long days in freezing temperatures, ill equipped and living off small rations of food that were shared amongst the family.

Those already in the Air Force when war broke out, such as **Franciszek Kornicki** and **Aleksander Gabszewicz**, had been stationed in areas which were predicted to be Germany’s main line of attack in preparation for war.

Kornicki and **Gabszewicz**, along with many other Polish fighter pilots, fought bravely for 17 days despite being at a disadvantage. According to Kornicki, the Polish aeroplanes were far inferior to Germany’s. They were slower and equipped with poor armament. Any aircraft that was abandoned or damaged could not be replaced.

The Polish Air Force defended Poland for as long as their scarce resources allowed. When defeat appeared inevitable, they were advised to travel to France by any means possible.

“On 19 June 1940 General Sikorski in a radio broadcast from London ordered all Polish forces in France to proceed to the French ports where English ships would pick them up and bring them to England.”

Franciszek Kornicki



JOURNEYS

After Poland fell many aircrew travelled to Romania, with plans to travel on to France to continue fighting in the war. Like many others, Kornicki was given a false passport by the embassy in Romania, stating his occupation to be an agricultural student, which enabled him to continue his journey.



Map of escape routes drawn by one of the Polish fighter pilots Sgt Franciszek Tomczak.



False passport which Jan Kurowski received in Bucharest.



Polish airmen experienced terrible weather conditions in Siberia.



Group of Polish airmen on their way to France. Nazi propaganda called them “Sikorski’s tourists.”



After France surrendered, Polish airmen made their way to Britain, the “Island of Last Hope.”

The most common way of travelling to France was through Yugoslavia and Italy on the train. Italy was neutral at the beginning of the war, so the pilots encountered few difficulties travelling through the country. **Andrzej Jeziorski** recalls some people even managing to get across to France without a ticket!

Some aircrew, including **Franciszek Kornicki**, took an alternative route to France by sea. Kornicki recalls boarding a Greek ship on the Black Sea at a Balcik port. Despite being designed for 300 passengers, the ship sailed that day with 1100 on board. As space was limited, Kornicki and three friends commandeered the bathroom space for their long, cramped journey across the sea.



“At first the British were not quite sure what to make of the Poles”
Franciszek Kornicki



Polish crew of the Bristol Beaufigther night fighter.

TRAINING AND TACTICS

After France was defeated by Nazi Germany in June 1940, many Polish airmen were evacuated to Britain, which they called Wyspa Ostatniej Nadziei or “The Island of Last Hope”. They joined other Polish aircrew who had already made the journey to Britain in late 1939 and early 1940. Having fought against Nazi Germany, Slovakia and the Soviet Union in Poland – with some fighter pilots also fighting in France – the Polish Air Force were already experienced, and possessed a unique set of tactics. The Poles were keen to fight when they arrived, but the RAF was reluctant to let them fly operationally at first.



Polish instructor and pilots with a Tiger Moth, an aircraft used for the elementary flying training.



One of the Operational Training Units, Polish crew before being posted to a front line squadron.



They were young, they were brave, they were hoping to return to their beloved homeland. Many of them paid the highest price for our freedom.

Polish aircrew were integrated into existing squadrons in the Royal Air Force. In June 1940 the British government agreed upon a deal with the Polish government in exile, and in July 1940 two Polish fighter units, 302 and 303 Squadrons, were formed. 303 and 302 Squadrons were not made operational, however, until late August 1940 – the height of the Battle of Britain. A shortage of British and Allied aircrew during the Battle of Britain forced the deployment of the Polish squadrons.

The newly-formed squadrons were put through an intensive training regime. Additionally, in order to familiarise the Polish pilots with English terminology, the 303 Squadron would practice manoeuvres by riding bicycles around the airfield, following the commands sent to the radios that were strapped to their backs.

Mirosław Feric, of the 303 Squadron, was one of 145 Polish pilots that fought in the Battle of Britain. Speaking of the Polish pilots’ reputation for aggressive aerial



Polish Air Force Apprentice School at RAF Cranwell and RAF Halton. Most of these young boys were orphans, their parents had not survived the Soviet labour camps.



One of the Polish navigators during training.



Crew of Polish 307 Night Fighter Squadron.

combat, Philip Methuen Feric, Mirosław’s son highlighted the difference in tactics “They adopted their own Polish tactics, quite different from the RAF. They went in as close as they could before they opened fire, so they saved on ammunition and shot down so many more planes.” Philip Methuen Feric tells of the Polish pilots’ unique approach to aerial training: “One of the exercises they did when they were training in Poland was to fly at each other without blinking or changing their course of flight, until they could see the eyes of the other pilot.”

The Polish 303 Squadron became the most successful squadron during the Battle of Britain. Air Chief Marshal Sir Hugh Dowding, Commander-in-Chief of Fighter Command, later praised the achievements of the Polish aircrew, “Had it not been for the magnificent contribution of the Polish squadrons and their unsurpassed gallantry, I hesitate to say that the outcome of the Battle would have been the same.”



“Before I managed to land, the aircraft ran away. I saw a house in front of me and thought I could jump over it. My plane’s undercarriage caught the chimney.”
Roman Szymanski



Mr Jan Stangryciuk-Black (former patient and last surviving Polish member of the Guinea Pig Club) standing in front of a portrait of Sir Archibald McIndoe.

WARTIME EXPERIENCES

The wartime experiences of surviving Polish aircrew reflect the harsh realities of war. Their stories reveal how physically testing, emotionally draining and incredibly dangerous combat flying was. The German Luftwaffe attacks on fighter and bomber aircraft caused many to crash, and killed and injured thousands of aircrew.



Polish armourers are preparing a Spitfire for another mission.



Polish ground crew. Polish pilots were like flowers – they could not exist without strong roots.



Polish Air Force checkerboard.

Stanisław Nawarski recalls being shot down whilst transporting a Hurricane. He was in hospital until January 1941 before returning to duty. Nawarski was involved in D-Day operations as part of 302 Squadron, and was told on the evening of the 5 June that they were being transferred to Tangmere – it was not until take-off that they were told they would be taking part in the D-Day operations. The role of the fighter pilots was to patrol the French coast and protect the Allied soldiers who were landing on the beaches of Normandy by making sure enemy aircraft could not get close enough to attack.

Despite the incredible danger faced by aircrew, it was often downplayed with humour. Only a matter of hours after completing training **Roman Szymanski** survived after his aircraft crashed into a house. When he later joined a different squadron, the Squadron Leader joked at a briefing that they did not want anybody knocking off any chimneys on their flights!



Pilot of Polish 309 Squadron.



Fighter pilots of Polish 306 Squadron and their aircraft.



Brenzett, Spring 1944, personal aircraft of Wing Commander Jan Zumbach, Polish fighter ace.

Faced with the prospect of not returning every time they were sent on missions, even when they were involved in accidents and were badly injured many aircrew felt lucky just to be alive.

During his training as an air gunner **Jan Stangryciuk** was involved in an accident. His Wellington bomber crashed and caught fire. Stangryciuk escaped, covering his face with his hand trying to protect his eye. He was burnt on both hands and on one side of his face. Stangryciuk underwent pioneering plastic surgery under Sir Archibald McIndoe at the burns unit of Queen Victoria’s Hospital at East Grinstead. Sir Archibald’s procedures and treatments were completely new to plastic surgery and his patients were famously nicknamed the Guinea Pig Club, a name reflecting the groundbreaking approaches to treating burns that were being explored for the first time at the hospital. Despite being badly burnt, Stangryciuk recalls feeling incredibly lucky, as his fellow crew members died.



“It was ridiculous – English as can be, I would go down to the police station saying here I am for my fortnightly report!”

Patience Kornicki



BETWEEN MISSIONS

Like British and other Allied service men and women, the Polish air crew escaped the harsh realities of war by using their free time to take part in social activities, such as visits to dancehalls and the cinema. The Polish airmen earned a reputation for being popular with British women due to their heroics and gentlemanly behaviour. Jan Stangryciuk explained his reasons for training as a bomber air gunner were “good pay, easy promotion and make me very popular with the girls.”



Polish ground crew with some of the squadron's mascots.



Polish airmen were known for their charm, they always treated women with the highest respect.



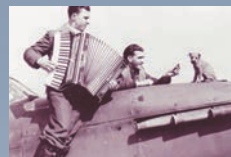
Time for a break. Polish crew with one of the NAAFI mobile canteens.

One evening in Somerset, after leaving the cinema and being greeted by a torrential downpour, **Aleksander Gabszewicz** offered to share his umbrella with a fellow cinemagoer. After talking for some time, he invited her to a Mess dance at the RAF base. They were married soon after.

Patience Kornicki met her future husband **Franciszek Kornicki** when she was introduced to him by her cousin at a train station. Her cousin then boarded the train, leaving them to get to know each other over a cup of coffee. After discovering that Patience could knit, Franciszek asked if she could make him a jumper. From then on they met regularly and a romance blossomed. They eventually married in 1948.



Ground crew of the Polish 300 Bomber Squadron posing with Vickers Wellington.



Polish fighter pilots of 317 Squadron. Some of them were talented musicians.



Polish pilots of 315 Squadron being decorated by general Sosnkowski, Ballyhalbert 1943.

After the war, being married to a Polish man in Britain was not always easy for women, as Mrs Kornicki recalls. Many of those who had married Polish servicemen were treated with suspicion and scepticism, and were often discriminated against. Mrs Kornicki was born in Winchester and raised in England. She remembers how, due to the law at the time, she became classed as an alien the moment she married a Polish man.

During the war **Aleksander Gabszewicz's** wife was working for the Special Operations Executive in Baker Street, London. This role involved working with resistance movements overseas, paying particular attention to that of France's, in order to undermine controlling forces in Nazi-occupied countries. As soon as she married Aleksander she had to give up this role, as regulations stated that such a position could not be filled by anyone married to an 'alien.'

“I had a letter from my sister telling me not to return because I had been in the west and the Communist government wasn't keen on seeing me. She didn't tell me I would be killed or arrested, she just said that I wouldn't be safe.”

Julian Michalski



The famous 303 “Jadeusz Kosciuszko” Squadron was disbanded in 1946. Sqn Ldr Witold Lokuciewski is pictured here removing the squadron's badge from a Mustang IV.

AFTER THE WAR

During World War II the Polish armed forces played a vital role in the defeat of Nazi Germany. Yet a number of events following the war left those who had been so instrumental to the Allied war effort feeling betrayed and disappointed. Andrzej Jeziorski recalled the feeling that “Poland was the only country that was fighting on the allied side that actually lost the war.”



Polish pilots, some of them wearing civilian clothes, saying “Goodbye” to their aircraft.



Air Marshall Sir James Robb AOC-in-C at RAF Coltishall saluting Polish airmen marching for the last time before their disbandment.

In 1946, a Victory Parade was held in London. Whilst the Polish aircrew were invited to join the Royal Air Force, other branches of the Polish Armed Forces were not – for political reasons. As a result, the Polish aircrew declined the invitation. **Stefan Gabszewicz**, whose father had fought in the Polish Air Force during the war, remembers his father's disappointment and hurt caused by the exclusion: “Considering the Poles had contributed so much to keeping Britain free, they were then snubbed.”

Furthermore, the map of Poland was redrawn at the Yalta conference in 1945, which increased the betrayal felt by the armed forces. The east was absorbed into the Soviet Union and the west was ruled over by a Communist government controlled by Moscow.

Eugeniusz Borysiuk recounts how the majority of people in Britain praised Stalin as a hero for his role in defeating the Nazis. Borysiuk explains that because the Poles were “saying something opposite to the British



General Wladyslaw Turowicz (second from right) brought a group of experienced Polish airmen to the newly created state of Pakistan, to help develop its air force.



Mrs Turowicz in a glider with one of her Pakistani pupils.

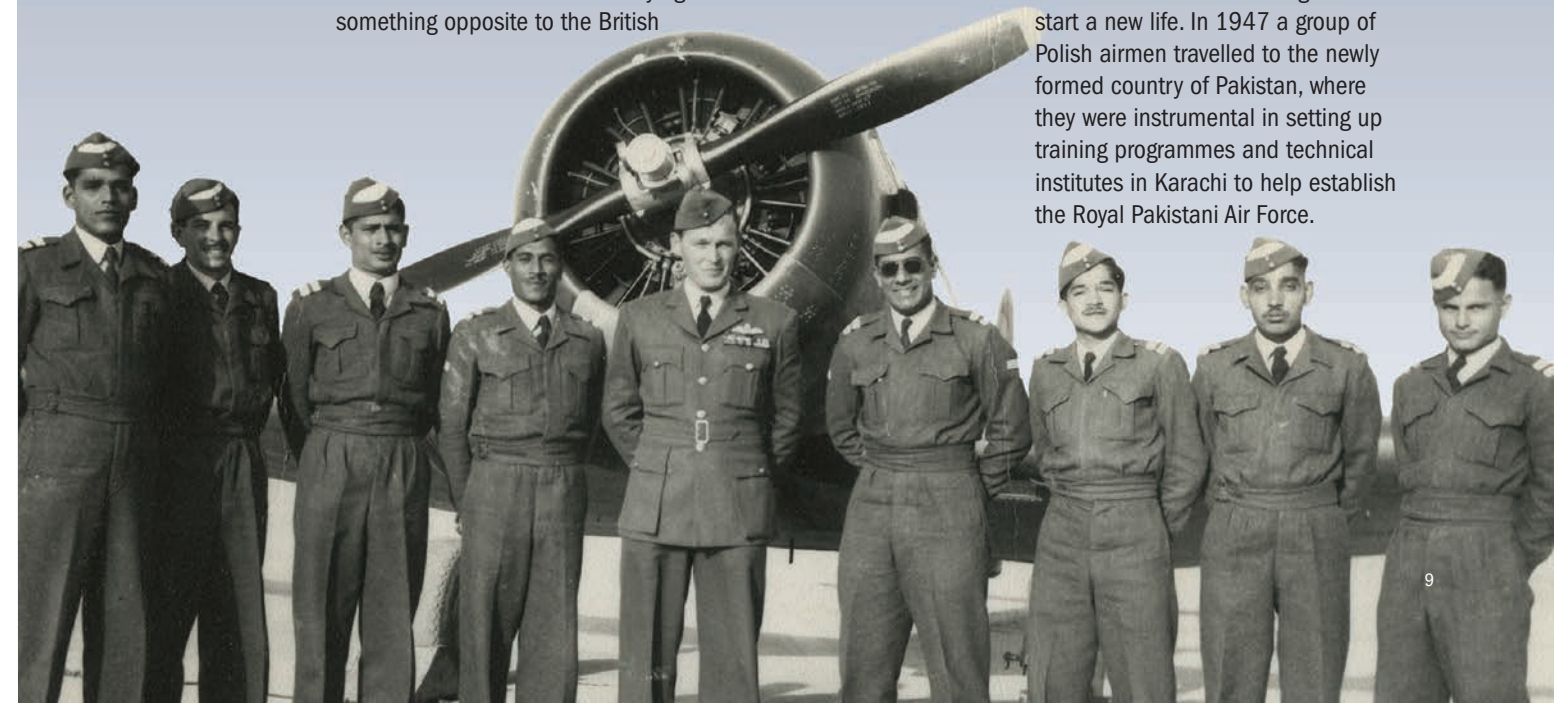


Polish instructors and their Pakistani pupils.

Press and everybody” they were seen as “personae non grata” (unwelcome people). This sense was illustrated in 1946, when a high power visitation from Russia came to RAF Halton: “The RAF didn't want the visitor to know that there was a Polish unit operating from there so they took down all the Polish signs and the Polish boys spent the day in the woods.”

During the war many Polish people were displaced. There was a high risk that if they returned to Poland they would be seen as enemies of the new Communist regime, and would face imprisonment or even death. **Julian Michalski** remembers not being able to return to Poland after the war; “I had a letter from my sister telling me not to return because I had been in the west and the Communist government wasn't keen on seeing me. She didn't tell me I would be killed or arrested, she just said that I wouldn't be safe.”

Many decided to stay in Britain, whilst others travelled across the globe to start a new life. In 1947 a group of Polish airmen travelled to the newly formed country of Pakistan, where they were instrumental in setting up training programmes and technical institutes in Karachi to help establish the Royal Pakistani Air Force.



“We had courage to fight that war and that’s why today we are free.”
Jan Stangryciuk



Project participants laying a wreath at the Polish War Memorial.

LEGACY

In 1948 a monument commemorating the Polish Air Force’s role during World War II was unveiled close to RAF Northolt, where all Polish fighter squadrons were stationed. The Polish Air Force Association, formed by a group of Polish airmen who remained in Britain after the war, campaigned to erect a memorial commemorating the Polish aircrew’s contribution.



Young people visiting the Officers Mess at RAF Northolt.



Young people on a guided tour of RAF Northolt.



The Polish War Memorial.



Laying a wreath at the Polish War Memorial, May 2015.

The now disbanded Polish Air Force Association and the current Polish Air Force Memorial Committee have held commemorative services and events to honour those who served during the war, such as the Polish Air Force Memorial event which is held every September at RAF Northolt.

Whilst veterans still attend these events, many of the attendees are children and grandchildren of Polish aircrew who have become the custodians of this incredibly important history that should not be forgotten.

Important lessons can be learnt from the stories of these aircrew who fought so that future generations could live in freedom.



RAF Northolt.



RAF Northolt.



Polish veterans at Bentley Priory Museum.



Bentley Priory Museum commemorates the Battle of Britain, including the contribution of Polish aircrew.

“In my life time I met people who came from different countries to help us win the war, people from Australia, India, America and Canada. People who fought in World War II left the world for people to be happy, not fighting. Fighting gets you nowhere. It is always better to talk to each other. We had courage to fight that war and that’s why today we are free.”

Jan Stangryciuk



Polish Pilot's wings

“This project has really helped me understand more about Polish Pilots during the Second World War. I have really enjoyed going on the trips to RAF Northolt and Bentley Priory Museum and learning about the amazing contribution the pilots made.”

Zuzia Tatarczyk



OUR PROJECT

“World War Two is taught in schools, there are memorials and those who fought are commemorated in remembrance ceremonies annually. The idea of war has never really left us but it wasn't until this project that I realised just how narrow a lens we are taught the war through. There are a whole host of stories that need to be shared, some of which we have done through this project.” Damayanti Chatterjee

March 2015
Research Workshops



Beginning the project with regular workshops researching the history of WW2 and the Polish airmen.

March 2015
Research Visit to Bentley Priory Museum



The project team with a replica Hawker Hurricane - an aircraft produced in various locations including Slough, Bentley Priory Museum, March 2015.

April 2015
Storytelling Workshop



Taking part in a storytelling workshop to develop skills in communication to help present the stories of the Polish airmen.

May 2015
Visit to RAF Northolt,



The project volunteers on a guided tour of RAF Northolt, May 2015.

May 2015
Visit to Polish War Memorial



Laying a wreath at the Polish War Memorial, May 2015.

May 2015
Visit to Northwood Cemetery



Placing flowers on the graves of fallen WW2 Polish pilots at Northwood Cemetery, May 2015.

May 2015
Visit to RAF Museum Hendon



Project volunteers with Peter Devitt, the curator of RAF Museum Hendon, who gave a presentation and a tour of the museum.

June 2015
RAF Northolt Open Day



Interviewing John Kaye Kurowski, son of a Polish pilot, in front of his WW2 Tiger Moth plane.

June 2015
Interviews with veterans and their families at Bentley Priory Museum



Oral history interview with Eugeniusz Borysiuk at Bentley Priory Museum, June 2015.

June 2015
Interviews with veterans and their families at Bentley Priory Museum



Oral history interview with Stanislaw Nawarski DFC at Bentley Priory Museum, June 2015.

“It has been a privilege listening first hand to the stories of such a remarkable group of people.”

Saleha Latif

“It was a great experience to listen to and learn from the Polish war heroes.”

Konrad Majewski



“It was a privilege to welcome veterans and young people to the Museum. As future custodians of this important heritage, we are inspired by the young people’s commitment to ensuring that the contribution of Polish aircrew during WWII is not forgotten.”

Bentley Priory Museum Director & Learning Officer,
Eleanor Pulfer-Sharma & Sarah Dinsdale



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Jan Stangryciuk
Roman Szymanski
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Bentley Priory Museum

Bentley Priory Museum tells the fascinating story of the beautiful Grade II* listed country house, focusing on its role as Headquarters Fighter Command during the Battle of Britain. www.bentleypriorymuseum.org.uk

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Terry Payman

Aik Saath – Together As One

The words ‘Aik Saath’ mean ‘Together As One’ in Hindi, Punjabi and Urdu. They also embody the ethos of our Queen’s award-winning charity – we believe in working together to prevent violence and hatred and to strengthen community cohesion. Our projects are led a group of over one hundred young volunteers aged between 11 and 19. These young people deliver training to their peers and organise events and exhibitions with a view to making our community a safer, more cohesive place in the future. www.aiksaath.com

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MAPIS Project CIC

Mapis Project CIC provides engagement courses, training opportunities, accredited qualifications and practical mentoring to women at risk and disadvantaged young people who are economically inactive and socially excluded to raise their confidence and employability skills. We specialise in the subjects of Fashion, Retail, Beauty and Work Preparation. With the combined experience of over 60 years in the creative industries, Mapis Project CIC helps people towards employment, education or training. All our programmes are led and influenced by participants. www.mapis.org.uk

