

and of the development of radar, its installation for defence by fighters, the ROC, the use of radio for fighter direction and the integration of the Fighter Command system of defence.

It is clearly shown that Germany never developed similar methods before 1941 because her object was offensive warfare. It is considered that Germany lost the Battle of Britain mainly because she underestimated the scientific possibilities of intelligence of impending attack and the use of that appreciation to deploy and direct fighters economically, efficiently and effectively to defeat a more powerful enemy who lacked the same ground to air control.

The point is not made by the authors (although it is a valid one) that the same intelligence system would not have been of the same value to the Luftwaffe in that battle because their forces were necessarily committed before the RAF fighters had to leave the ground. So Germany had to play her hand first. It was Britain's ability to read that hand correctly that tipped the scales in her favor. I doubt if German possession of the same methods would have helped her greatly, for the RAF did not need to disclose its hand until it was ready to join in battle at its own chosen time and place in space.

The authors think Germany might have defeated Britain if the Luftwaffe and Army had been thrown against us immediately France fell. That was Germany's one golden opportunity, but it was thrown away, by Goring and Hitler, the first to believe in invincible air attack, and second to believe in political attack. Khrushchev makes the same miscalculation today.

The second part of the book describes the battle of Holland, Belgium, France — rather too briefly, yet sufficiently for an eye cocked mainly at the RAF then and later.

In the third part the book gives a daily summary of the Battle of Britain from July 10 to October 31, 1940, divided into five phases. Interlarded with comments, this is a useful record of events.

Photographs and maps from both contestants provide a satisfying pictorial accompaniment. Nineteen appendices offer valuable statistical material on the aircraft involved, RAF organisation, units in the battle, aircraft production, AA dispositions, strength and casualties in men and aircraft on both sides, bombs dropped, and a list of all pilots who flew in the battle, with their nationality, including Australians and New Zealanders.

The authors conclude that the tactics of Park were correct for the battle. They refute his critics, Sholto Douglas at the Air Ministry, Leigh-Mallory at 12 Group and one of his squadron leaders, who wanted to use wings only. They point out that to have done so might have lost us the battle and they think Dowding and Park were shabbily treated in being replaced by their critics in November 1940.

**WINGS ON MY SLEEVE**, by Commander Eric Brown, OBE, DSO, AFC, RN. Arthur Barker. Our copy from the Technical Book and Magazine Co., 295 Swanston-st., Melbourne. Price 26/-.

**MEMBERS** of the R.A.N. will read this book with particular interest. I found it the best account of a modern naval air pilot's flying life I have yet read. Its author won his DSC fighting FW Condors and Ju88s from

## CLASSIFIED ADVERTISING

### AIRCRAFT ENGINEER

DCA Licences, Engines and Airframes, Cessna, Piper, Auster. Accommodation available.

MASLINGS AIRCRAFT SALES & SERVICE,

116 Parker St., COOTAMUNDRA.  
Phone 1118 Day, 877 Night.

### POSITION VACANT MANAGER/C.F.I.

Preference given to applicants 30 yrs. of age and over. Salary in accordance with qualifications, with good future prospects Charter and Training.

Apply: Pilot/Manager, C/- Aircraft, 44-74 Flinders St., Melb.



### FOR SALE

This luxurious 1959 model

## CESSNA 310C

with loads of radio gear, is fully equipped for I.F.R. Operation. The immaculate paintwork is beautifully finished in lime and leaf green, the upholstery is green and gold with seat covers. This aircraft has been corporation owned, fully modified, carefully maintained and flown only by highly experienced Company Pilots and in appearance is like a new aircraft. Fresh from a comprehensive overhaul and issue of its Certificate of Airworthiness, the machine has only flown 40 hours since. Engine hours are low. Attractively priced. Delivery immediate.

For further particulars apply:

**S.W.P. AIRCRAFT CO.**

HANGAR 17, AERODROME, BANKSTOWN, N.S.W.

PHONE UY1465.



### FOR SALE

This

## HILLER UH12C

3 Place Helicopter, in perfect condition. Transmission and components have low hours. The engine has just been completely overhauled and the machine is equipped with radio.

This machine has been used for the carriage of passengers only, has never been damaged and is offered for sale at the "give away" price of £10,500.

For further particulars apply:

**S.W.P. AIRCRAFT CO.**

Hangar 17, Aerodrome, Bankstown, N.S.W. Phone UY1465.