

EDITOR'S FOREWORD

Colonel Miodrag P. Tomić, one of the first six Serbian pilots, without a doubt the most successful of them all, had a long piloting, aviation, officer's and commandant's career. He finished the Great War as the most experienced Serbian pilot, with the rank of Lieutenant, with three aerial victories, of which two are not confirmed. He remained in the service of the Air Force of Kingdom of Yugoslavia (officially *Vazduhoplovstvo vojske Kraljevine Jugoslavije*) until the April War in 1941. He had various duties. He flew actively on all types of planes that were used until the mid thirties. Since 1939 he was Adjutant to the King Petar II Karađorđević. In the April War he was captured and taken to the German concentration camp. After the war he refused to return to Yugoslavia and emigrated to United States, a homeland of his wife. He died in Chicago in February 17, 1962. He was awarded with all Serbian and Yugoslavian decorations and also high French decorations, among of which there were two War Crosses 1914-1916, two 1916-1918, two medals of Legion of Honor, etc.

Colonel Tomić was a brave, disciplined, resourceful and insightful pilot, very capable, with an expressed sense for flying. He confirmed that many times during the Great War by flying in Serbian Aviation (*Srpska avijatika*, officially *Aéronautique de l'Armée Serbe*) escadrilles on the Macedonian front (*Solunski front* i.e. Salonika front or *Front d'Orient*), mostly in single-seater fighter planes. He was and remained a fighter pilot, in a true sense of the word.

About Tomić's text.

Tomić's unpublished text typed on a typewriter, which was written according to him in the effort to preserve the events from the initial years of the development of Serbian Air Force, was unfortunately, unavailable for many decades. Luckily, text was preserved thanks to world famous aviation researcher and writer, Mr. August G. Blume from USA. Coincidentally, Mr. Blume delivered a copy of that text six years ago to a Mr. Nenad M. Miklušev from Novi Sad, and he retyped it in its original form and gave it to a certain inner circle of enthusiast to read.

One of men who received text in internal correspondence was Mr. Aleksandar M. Ognjević. In spring of 2014, Mr. Ognjević contacted Mr. Miklušev and Mr. Ognjan M. Petrović with suggestion to prepare the biography for publication, which was agreed upon. It was an ideal chance for Serbian side to commemorate the Great War centennial, as well as memorable participation of Air Force of the Kingdom of Serbia in it.

In this book, text was transferred, mostly in its original form, apart from certain language alterations. Tomić archaic language and style of writing is preserved, but also his unusual manner to write about himself in first and third person, often in the same passage. Certain names and titles (people, planes, organizations, etc) are written with capital letters, the way that Tomić wrote them. Quotation marks for certain names and titles were also kept.

Original names and titles, that Tomić did not provide, were written in original language, in the bracket. Since Tomić described events from memory there are a lot of inaccuracies and needed explanations, corrections and accurate data are provided in footnotes. Tomić mostly provided dates according to old (Julian) calendar, and editors added to each old date a new one according to new (Gregorian) calendar in the bracket. In cases when data are doubtful, incomplete, unclear or inaccurate, data explanations are located in footnotes.

Tomić's text contains only a small number of added photographs of poor quality, mostly photocopies, but editors provided a large number of photographs that directly connected with Tomić and certain events.

The list of killed airmen, that Tomić compiled, is not complete, and part of data is debatable or inaccurate. Still, editors decided to leave that list in its original form, the way that Tomić gave it. The reason for that decision is so that the readers and researchers could compare the data.

At the end, a short biography of Colonel Miodrag P. Tomić, based on official data, is included.

Oblivion is the only thing worse than death.

Editors

Ognjan M. Petrović,

Aleksandar M. Ognjević

Kruševac-Beograd, August, 2014

went back to France. Miloš Ilić was placed as the Commander of Aeroplane Escadre, and Jovan Jugović as the Commander of Balloon Company. Since the war with Bulgarians was anticipated at the time, on orders from Supreme Command a part of transport was held up in Kumanovo. Stanković, Ilić and Tomić with two Blériot airplanes intended for Stanković and Tomić were unloaded there, while others continued their trip to Niš. After several days in Kumanovo, on orders from the Supreme Command, aviators, along with airplanes, went to the village Bojnik, located several kilometers from Kumanovo, where they made a temporary airfield on a small field surrounded by mountains. At the airfield in village Bojnik, pilots were practicing flying, to be ready when war with Bulgarians starts. Escadre was attached to the Army of General Pavle Jurišić-Šturm, and received orders from him. After Bulgarian attacked at Bregalnica, Second Balkan war began, and our unit started conducting reconnaissance missions. First reconnaissance mission had been performed by Tomić, and after that Tomić and Stanković took turns and during a period of a month and a half, as the war with Bulgarians lasted, our two airmen performed 21 reconnaissance missions, of which Tomić did 14 flights. During one flight above Kriva Palanka, Tomić encountered a Bulgarian plane in the air, but neither one had weapons and they just greeted one another by hand waving.¹⁹ Bulgarians also had planes and their pilots were in the same piloting school in Étampes with Tomić and were very good friends and school buddies. That is the reason for the waving. At the time, the Escadre did not have purposely trained observers, and pilots had to, apart from piloting the plane, to also observe. Commander of the Army was asked to point two officers to be trained as pilots and prince Đorđe and two other officers volunteered, but since the war was almost over and due to a lack of time, this was never realized.

¹⁹ Although this meeting was mentioned in some Bulgarian sources, in saved Serbian documents those event could not be proven.

BALLOON COMPANY

During the war, Serbian Balloon Company, under the command of Jovan Jugović, was positioned in Crvena Reka near Pirot, from where it successfully observed, with one balloon, Bulgarian positions - Neškov Vis and Vlaška Planina. Balloon started to be used on June 15th (June 28th) 1913. Due to a lack of hydrogen for the balloon, Balloon Company, on July 25th (August 7th) 1913 was ordered to go back to Niš.²⁰

AVIATION CENTER IN MEDOŠEVAC NEAR NIŠ

When the war with Bulgarians was over Aeroplane Escadre and Balloon Company were stationed in Medoševac near Niš, and personnel and officers were in enginery barracks in Niš. Since then Niš had become Serbian Aviation Center. Commander of Air Force Command, at the time, Major Kosta Miletić, wanted to reorganize Aviation when the war is over, but the financially drained country, after successfully waging two wars, had no credits and all his attempts were unsuccessful. Airplanes were lying in storage for months in Medoševac. There wasn't even enough money to buy fuel so our pilots could practice flying. Pilots trained soldiers of Air Force Command using infantry teaching plan. From time to time mechanics would clean the planes and engine and kept them in working order. A month and a half before the Great war, main headquarters asked for much needed money, and so preparation of Serbian Aviation began in great hurry. Those preparations could not be realized and draft of 1914 found our aviation in the same state in which it was at the end of the Bulgarian war in 1913.

²⁰ Date which stated by Tomić, not correspond with to-day authoritative (and proved) opinion: probe lifting of balloon performed on July 2nd, the first using on July 5th.

FIRST WORLD WAR 1914-1915

Both kingdoms, Serbia and Montenegro, considerably expanded their territories after they won the war with Turks. Dream of Serbian people and cherished idea of every generation "Revenge for Kosovo", the win over Turks, was achieved. Successful conduct of Balkan wars and acquired experience required reorganization of our Army. Authorities paid attention to other types of weapons, while they considered the aviation as a novelty and left it in its temporary formation, not doing anything to replace lost planes, material or personnel. In Balkan wars, as could be seen, Serbian Aviation had its apparent and considerable successes and special attention needed to be paid to its reorganization. Balkan wars, for Serbia, were financially drain-

ing so it was difficult to get even the smallest credit for aviation. Authorities gave no importance to aviation, and unfortunately, suggestions from aviation were unsuccessful, although events happened one after another - assassination in Sarajevo, Austro-Hungary ultimatum and war.

SERBIAN ARMY MOBILIZATION

Mobilization of the entire Serbian Army was ordered on July 13th (July 26th) 1914. Units of Air Force Command were located in Trupalsko polje and Medoševac near Niš without any means of transport material and fuel. Still, on the eight day since mobilization was announced Escadre was ready to move. The composition of the Escadre was as follows:

MATERIAL: Five airplanes, five special airplane wagons to transport disassembled planes, one mobile workshop, nine refueling wagons, one car and twelve pairs of horses to pull the wagons.²¹

STAFF: Commander Captain Miloš Ilić, pilots - Captain Živojin Stanković, 2nd Lieutenant Miodrag Tomić and 2nd Lieutenant Vojislav Novčić, a treasurer, two mechanics, two petty officers, two caplars and twenty seven privates.

TRANSPORTATION DEVICE: Twelve state horse wagons and twelve requisitioned horse wagons.

The arrival of our Escadre in Valjevo happened at noon on July 27th (August 9th) 1914.²² The unit arrived by train from Niš. Bivouac was placed in front of the barrack of the 5th Infantry Regiment. The next day, on July 28th (August 10th) a location for the airfield was chosen on Dabićevo Polje near artillery barracks. Field hangars were erected and assembly of planes started immediately. Tests of Captain's Živojin Stanković and 2nd Lieutenant Miodrag Tomić airplane began on July 29th (August 11th). The next day, on July 30th (August 12th) Captain Stanković and 2nd Lieutenant Tomić continued testing their planes. Commander of the Third Army, General Pavle Jurišić-Šturm, witnessed the test of the airplane, toured the airfield and inspected all instalation on July 30th (August 12th).

FIRST RECONNAISSANCE MISSIONS OF SERBIAN AVIATORS OVER THE RIVERS SAVA AND DRINA IN 1914

In the evening on July 30th (August 12th) 1914, Aeroplane Escadre received two mission to complete on the next day, without any delay. The first mission was a reconnaissance mission in the direction Loznica-Lješnica, to determine if there was a pontoon bridge over the river Drina. If there was no bridge, they were supposed to check for any signs of preparations to erect a pontoon bridge (for example accumulating bridge material, pontoons and similar). Second mission was observing in the direction of Šabac-Sremska Mitrovica to determine if the enemy building a bridge anywhere, or preparing to do so. First mission was assigned to Captain Živojin Stanković and 2nd Lieutenant Vojislav Novčić, to complete the mission in a two seater Blériot plane, and the second mission to 2nd Lieutenant Miodrag Tomić in Blériot single-seater. That day, when Serbian pilots took off to conduct their first war mission, Com-

mander of the Third army, General Pavle Jurišić-Šturm was present for the taking off, along with officers from his headquarters.

Captain Stanković with 2nd Lieutenant Novčić completed the mission that was given to him, and found a pontoon bridge being erected behind the Vidojevica on Drina. On return, because he was out of fuel, he had to make an emergency landing in village Kakarica (Kokorić), where they encountered problems with Serbian third-class reservists, who didn't know they were our pilots. Still, on that same night they submitted the report about the result of the reconnaissance mission, which was very valuable. 2nd Lieutenant Tomić also successfully completed his mission and discovered that the enemy had been preparing to build a pontoon bridge near Šabac and that the bridge would be completed during the night. While returning from his mission, compass broke, so from Šabac Tomić took a heading towards Bela Crkva instead toward Osečina and Valjevo. Since the mission lasted a long time and it started to get dark, he didn't have time to turn toward Valjevo because by the time he would arrive it would be late, so he landed near Bela Crkva. He also encountered problems because Serbian third-class reservists did not believe him, even when he showed them his papers. They arrested him, and then in a wagon he was transported to a heavily guarded Headquarters of the Division in Zavlaka village. Since it was night, a large lamp was in front of the hearquarters and the Division Commander was standing at the window. When the wagon that transported Tomić arrived, Commander saw the guards escorting the captured aviator. Since the Division Commander recognized Tomić, when he exited the wagon, he yelled from his window : What is happening Tomić?" Tomić replied:" They don't believe me that I am Serbian pilot, they tied me and brought me to you". Then the Commander yelled to the guards: "Free that man, why did you tie him up, if he was the real enemy you could not catch him". So I was immediately set free and at the invitation from Commander I entered his office where he offered me to sit down. While sitting in a chair I wondered why did I landed in Bela Crkva, I could not stop touching my muscles that were sour from a tightly tied rope. When a Commander noticed this he asked me:"What is it, your hand hurts from the rope?" I replied that my muscles hurt. Commander accepted Tomić's report from the reconnaissance mission, which presented very valuable information about the enemy pontoon bridge being built near Šabac, and conveyed it right away by telephone to Army in Valjevo and said what had happened to Tomić. When Commander invited Tomić to dinner in the mess hall of Headquarters of the Division, a priest that was in the wagon with guards that escorted Tomić, walked in the office and started to apologize to the Commander and me for the misunderstanding. He asked the Commander to let Tomić accompany him to Bela Crkva and said that he would tell them to make dinner for Tomić, prepare a band and create a big celebration. Commander asked Tomić how does he fell about the invitation. Tomić replied: "I would like to go

21 In fact, on mobilisation day Aeroplane Escadre disposed of 9 aeroplanes, 7 in flying condition (2 Blériot tandems, 2 Deperdussins, Blériot one-seater, REP Type F and Dux-biplane). Five machines, which stated by Tomić and which were sent to Valjevo after mobilisation, were then the only operational airplanes. Remained two machines could not be used, because lack of pilots.

22 Aeroplane Escadre (with 3 Blériots and 3 pilots) and Balloon Detachment (with 2 balloons) were both relocated to Valjevo.

to Bela Crkva and then early in the morning fly to Valjevo because tomorrow I have to observe Novi Sad before noon. To save time it is better that I leave now with the priest, by horses, to Bela Crkva. Commander said goodbye to Tomić and wished him good luck. Tomić sat with the priest in the wagon with guards who were so happy that they sang the entire way. When they reached Bela Crkva, all residents gathered in a big tavern, where the big dinner was held. After dinner, around midnight, Tomić left the celebration and went to sleep so he could get up early in the morning, around five o'clock and fly to Valjevo.

The next day, on August 1st (August 14th), Tomić took off from Bela Crkva and reached Valjevo around five o'clock in the morning. The order to observe the same directions as yesterday already reached Valjevo, by the same pilots as yesterday, to verify the reports from yesterday, that is, to see are the enemy's bridges already built. Just as Tomić arrived from Bela Crkva to Valjevo, Captain Stanković and 2nd Lieutenant Novičić took off at half past five to observe Drina river. As soon as Tomić landed he was given orders to have the mechanics refuel the plane and to head out on a reconnaissance mission over Sava near Šabac, and see if the enemy's bridge had been built. After fifteen minutes Tomić's plane was refueled and he took off in a certain direction and by six o'clock he was already over Šabac and

saw that the bridge was almost completed. Right away, he turned the plane toward Valjevo and throttled up the engine so he could report to the Army about this, and to get on the telephone and report to the chief of the headquarters of the Army. He replied: "It's good that you observed and determined that the bridge is almost finished, because our forces on the ground didn't tell us anything." When Tomić returned from reconnaissance he asked where is Stanković? He was told that he did not yet return and that everyone are worried about him. Half an hour later, Stanković called from a village Joševa, where he had to make an emergency landing due to engine malfunction and broke his wings, but he and Novičić were unharmed. He also asked for wagon to transport his plane, and ordered Novičić to detach the wings in order to transport the plane more easily. The wagon he asked for was dispatched immediately, but because the trip lasted a long time, in the mean time fighting broke out near village Joševo so the wagon returned to Valjevo, not being able to transport the damaged plane. Only on August 11th (August 24th) 1914, when Serbian troops suppressed the enemy, the mechanics were able to transport the damaged plane to Valjevo. This was at the time of battle for Cer. After the battle for Cer, the Escadre was left with only two Blériot and two Deperdussin planes.

TEMPORARY LANDING STRIPS IN STUPNIČKO POLJE NEAR OSEČINA BEFORE THE BATTLE OF CER

During 2nd, 3rd and 4th August (15th to 17th August) flying was impossible because of the rain, wind and low clouds. 2nd Lieutenant Tomić was sent, on August 5th (August 18th) 1914, to Osečina where he reported to the Commander of Third Army from whom he received orders to conduct a reconnaissance mission in the direction of Jarebica and Krupanj and to return to Osečina via Zavlaka village. That flight was successfully completed, and Tomić submitted the report to the Army Commander.

On August 9th (August 22nd) Section reached Stupničko polje. Two days later, Captain Stanković and 2nd Lieutenant Novičić observed Šabac, Jarak and Obrenovac and submitted the report, but due to cloud cover the report was incomplete. On the return trip, due to high wind, the plane was damaged. August 13th (August 26th), Captain Stanković and 2nd Lieutenant Novičić successfully observed Bosnian-area around Bjeljina, and Tomić observed Srem. Enemy aviation was becoming increasingly active at that time and Austro-Hungarian airplanes constantly frequented deeper into our background. Until then, fighting in the air had not yet begun. The first attack of enemy aviators in the air was on August 14th (August 27th), while Lieutenant Tomić carried out recce task over Srem. To complete that

mission, Tomić took off from village Jevremovac, at five o'clock in the afternoon. Above Mišar he encountered an enemy plane and they were quite close to each other. Enemy plane opened fire on Tomić, who did not expect this, but he avoided it with an appropriate and fast maneuver, so the plane did not sustain any hits. Fire was coming from a Parabellum revolver. Then, thinking about his options, Tomić decided to mount a captured enemy machinegun on his plane, which was great thinking on Tomić's part. As soon as the enemy saw this plane with a machinegun, they would turn around and run, because they would see the machinegun sticking out and alter direction, heading back because they were afraid and thought it's a cannon on the plane (captured enemy aviators claimed this). Since then a long time had passed where we held air superiority at the frontlines, until the enemy started to mount machineguns on planes.²³

After mobilization and in the beginning of operations, a need presented itself to split the section (*odeljenje*) in half, one section to be attached to troops near Cer with an airfield in Jarebice and other one to Šumadijska Division with airfield in Cerovac near Šabac. This was done in August 16th (August 29th) 1914. Section at Šumadijska Division was commanded by 2nd Lieutenant Tomić, and at Cer by Captain Stanković. Section arrived in Veliki Bošnjak on August 17th (August 30th) 1914. The next day, on August 18th (August 31st) Tomić reported to the Chief of Staff of

23 Here, there is disagreement in time. Schwarzlose M.07/12 infantry machinegun was mounted on Blériot XI-2 Genie (named „OLUJ” i.e. "Storm"), but this machine arrived in Serbia in the spring of 1915.

First Army when Cerovac was set as the army airfield, the same airfield that Tomić recommended. From there Tomić performed reconnaissance missions of Srem and submitted reports to the Commander of First Army. On August 29th (September 11th) the section moved to Skela on the bank of the river Sava where it remained for three days, and then moved back to Cerovac. On September 2nd (September 15th) the section was attached to Šumadijska Division, on whose behalf it completed numerous reconnaissance missions, and precious reports about the enemy's movements and strength were personally given to the Division Commander, General Boža (Božidar) Terzić. The book "History of Yugoslav Aviation" on the page 89, apart from other stuff, lists the following: "With his work and fearless flying, Tomić had become a subject of general liking and admiration of Šumadijska Division. On October 12th (October 25th) when Tomić made reconnaissance runs over Drenovačka Ada and Platičevo (Srem), for the first time he spotted a shrapnel explosions around him, coming from enemy artillery fire. That was not the real anti-aircraft artillery, but ordinary field cannons, that weren't very precise. Aeroplane section at Šumadijska Division was in Cerovac until October 28th (November 10th) 1914, when order came to move to Banjane and further to Ub. On October 30th (November 12th) it reached Lazarevac, and on November 5th (November 18th), through Arandjelovac to Mladenovac, by land transport.

Upon arriving at Mladenovac, section that was resolved of service in Šumadijska Division and put back into service within the Air Force Command. From Mladenovac, for a period of ten days there were no reconnaissance missions, due to bad weather and snow. On November 18th (December 1st) the section arrived at Smederevska Palanka, from where the reconnaissance missions were staged. Last mission was conducted on November 29th (December 12th) in the direction of: Ralja-Krajkova Bara-Vinča-Ritopek-Veliko Selo-Žarkovo and back. That reconnaissance was very valuable, as they all were. When submitting a report, from that last mission performed by Tomić, which was delivered to the Supreme Command, telegraph response was directed to the Commander of the Air Force: "The last Tomić's report was very valuable. Forward this, we are happy to be able to include Serbian Air Force among the most modern militaries". After a completed reconnaissance on November 29th (December 12th) 1914, Tomić got sick from typhus and was admitted to military hospital in Smederevska Palanka where he remained until February 17th (March 2nd) 1915, when he got back into service. He continued flying from Požarevac where his Section was stationed and attached to Braničevsko Detachment, with the observing region: Smederevo-Golubac-along the Danube and northern Banat.

In the mean time, during Tomić's sick leave, Air Force Command hired two more foreign pilots, one Englishman and one Russian. First one broke the plane during the first test flight and the other one during landing on Banjica, when he turned it over, breaking both legs and collar

bone.²⁴ So the Escadre was left only with Tomić's Blériot plane, which Tomić used for the fourth year, without any malfunction during flight, apart from being hit by enemy fire. Still, he would always land to the airfield from which he took off, or on various terrains where he was forced to land. In the autumn of 1915, near Rama on Danube, due to shots to the engine, which he received on the other side of Danube, Tomić still managed to land on the Serbian side, near positions of Serbian Army and immediately take shelter in the trench because the enemy opened heavy infantry fire on Tomić's plane. He spent an entire day there, and under the cover of the night and with the help of infantry he managed to pull the plane back to some orchard. The plane was disassembled and taken to Požarevac. While they were pulling back the plane the enemy occasionally opened fire but they managed to rescue the plane thanks to the cover of darkness.

ARRIVAL OF FRENCH AEROPLANE ESCADRILLE (FAE) TO AID SERBIAN ARMY IN 1915

In the beginning of March (mid of March) 1915, the French Escadrille (*Escadrille MFS.99*) arrived to Serbia. The composition of the Escadrille was as follows: commanding officer - Major (*chef d'escadron*) Roger Vitrat, eight lower officers, three Warrant Officers (*adjudant-chef*), eight sergeants and seventy two corporals and privates.

MATERIAL: eight Maurice Farman MF.11 airplanes, each plane had a wireless telegraphy, armed with special machineguns and devices to drop bombs, ten light field hangars, eight tractors, two trucks, two light cars, mobile mechanic workshop, two spare airplane engines, photographic section and various other material and tools.

Escadrille was stationed at Banjica-Belgrade airfield, and Escadrille's Park was in Smederevska Palanka as an autonomous command and was located right under the Supreme Command of Serbian Army. French Escadrille held the frontline from Smederevo to Loznica, and Serbian Escadre from Smederevo to Golubac. Since enemy aviation, during spring and entire summer of 1915, had huge air superiority and ruled the air, especially with frequent and large scale bombardments of Serbian towns, the French Escadrille put a stop to their air superiority and responded in kind. Benefits that the French Escadrille provided to Serbian Army and people are indispensable and cannot be described, as did the friendship of the French people who aided us in our hour of need. Upon arrival, French aviators visited Serbian aviators in Požarevac.

That Escadrille already had several enemy kills and conducted everyday reconnaissance and bombardment, be-

²⁴ The first was British Lieutenant George Bullock, who broke Deperdussin on January 6th, 1915 at Banjica airfield. The second was mechanic Vasilije Ivanović, who destroyed just overhauled Blériot tandem with 80 HP Le Rhône engine on January 2nd, 1915.

cause of which a large number of aviators were decorated with Serbian medals by the Supreme Commander H.R.H. crown Prince Aleksandar. The work of French aviators attracted attention from the Supreme Commander who, on several occasions, commended the French Escadrille. His affection and attention to French Aviation gave a lot of support and motivation to French aviators, so on their part, they did everything to justify those medals. Supreme Commander H.R.H. crown Prince Aleksandar even visited the Escadrille on July 27th (August 9th) 1915. That morning, big haste and preparations were obvious at the airfield at Banjica. After the Escadrille inspection, Supreme Commander was flying with famous French pilot Lieutenant Louis Paulhan at altitude of 1500 meters above Belgrade and surrounding positions and spent thirty minutes in the air.

During Serbian retreat in November and December of 1915, French Escadrille also retreated with constant reconnaissance missions and aided Serbian Army. During this retreat, French Escadrille reached Skadar with majority of their salvaged planes. They turned over salvaged planes to Serbian Escadre, and Lieutenant Tomić and Captain Stanković took one plane each, since Stanković crashed his plane at Kuršumljia while attempting to land. Tomić's Blériot had a very bad engine that did not provide enough power. Other material that was transported by land and means of transports was destroyed in Albania due to lack of sufficient roads. Commander of the French Escadrille, along with his Staff boarded, on December 28th, 1915 (January 10th, 1916), an Italian ship in the pier San Giovanni di Medua and disembarked in Bari and continued a trip to his homeland.

Here, I will add to the MEMORIAL data that i have acquired additionally, from Đorđe Sebastian Roš, Captain with disability and former observer in French Escadrille, the unit which came to aid Serbian Aviation in the First World War. Here are those data:

FIRST SALVOES OF ANTI-AIRCRAFT ARTILLERY

(Memories of Đorđe Sebastijan Roš, former observer in French Escadrille)²⁵

Banjica was the first Serbian airfield in 1911, when first harbingers of aviation took off from it, which came to small Serbia to show the sacred possibility of a man to fly. Flight of those pioneers of aviation, Maslennikoff, Simon, Védrières, Čermak, brave and immortal Rusjan and Agafonoff was a fairytale and a dream, for us, children of Belgrade. Then, in Balkan war, and later, in First World War, first Serbian aviators, lead by Tomić, Ilić, Petrović and Stanković, wrote the first pages of the HISTORY OF SERBIAN AIR FORCE. At the end of 1914, and in the begin-

ning of 1915, Tomić and his Blériot plane was located in Banjica, from where he took off and toured Belgrade frontline. We saw each other every day, since I was attached to 10th Infantry Cadre Regiment that was stationed in Banjica, as a reserve. There was also a Balloon Section under the command of Captain Jugović, whose balloons conducted regular observing in a large perimeter of the Belgrade frontline. Serbian Army rested after the famous Rudnik offensive, and the enemy was still realizing its heavy losses after the destruction of General Oscar Potiorek's army.

During that period of calm, Serbian Aviation was more active than the enemy's. However, it was clear that there would be a decisive conflict and both sides were in fact preparing for the upcoming conflict. The allies headed to the Belgrade frontlines, along with special technical squads, miners (Russians), torpedo squad (Russians) and their heavy artillery, and British brought marine heavy artillery under the command of Admiral Sir Ernest Charles Thomas Troubridge, who was stationed at Veliki Vračar in Belgrade. Russians placed a battery of heavy cannons in Gornji grad, and French placed a battery of heavy marine cannons on Topčidersko Brdo towards the entrance at Rumunska Street on Dedinje. French also sent the escadrille of theirs, at the time, best planes to Serbia, comprised of famous aviators, Captain Louis Paulhan, Captain Robert Martinet, under the command of Major Roger Vitrat, who arrived at Banjica through Niš in March 1915.

There were about ten Maurice Farman MF.11 planes equipped with a great air cooled 85 HP Renault engine. Captain Paulhan was one of the most popular French pilots, at the time, and was famous for not only his bravery, his skill and experience as a pilot and a warrior, but also for his very likeable personality. Captain Martinet was an old friend to the Serbs and also known for his participation in Balkan wars, after he had been transferred, in 1912, to the Serbian Army. It is worth mentioning Captain Jean Dufaur de Rochefort, Captain Francois Tulsne, Captain Muarice Maire, observer and later famous aircraft constructor, engineer Émile Dewoitine, at the time a mechanic in the Escadrille of Major Vitrat. I remember their arrival at Banjica very well, it was a really nice sight. It was eight o'clock, on a foggy March morning, when first Farman planes appeared in a low altitude flight, 100-200 meters of the ground, coming from the direction Kragujevac – Mladenovac - Lapovo and elegantly landing one after another at Banjica. All officers in my regiment gathered because they were notified a day earlier about the arrival of the Frenchmen. Looking at this amazing image, flying of French pilots was exquisitely camouflaged and discrete -like hawks. They would secretly fly up to the enemy, and suddenly surprise them. Plane hangars were erected immediately and officers were placed in private appartments in mansions scattered around Banjica. The next day flights over the frontlines commenced. Planes were equipped with bombs and special metal darts, shaped like large wedges, for operations against enemy infantry. Planes themselves were not armed. Everything happened according to plan. Jugović's

²⁵ Memories of Captain Đorđe Roš given in original Tomić's manuscript at the end of book, but editors relocated the text of Captain Roš to the place which corresponds to chronological order of events.

balloon was watching the frontline when the weather permitted it, and Frenchmen made regular flights over Sava and Danube.

But soon we had our first surprise-bombardment of airfield at Banjica. It was in late March, around ten o'clock in the morning, where all of the sudden, several Austrian planes appeared throwing bombs, without any effect and victims. Apart from one and only, extraordinary victim, and nice little pig, which the French cook carried through the airfield, to prepare lunch. When the first bomb fell, the cook dressed in white suit with a great white cook's hat on his head, ran as fast as he could, holding the little pig in his hands. But when the first bomb exploded he fell to the ground and left the little pig to his fend for itself, throwing it in a great arch over his head. That caused much laughter and celebration, from French and Serbs. Everyone started to chase the little pig, and even the French cook joined them, so the bombardment ended in celebration and not accident. However, soon the enemy received a response, in the form of a heavy bombardment of their river fleet, which was stationed on Danube, near Zemun. In any case, explosions and detonations were very strong and impressive.

In May I left Banjica with my regiment that defended the front positions of Belgrade front, but only under the condition to return to Banjica. At the end of July, I was transferred as a observer with one group of our officers, lead by 2nd Lieutenant Bora Popadić, who later became a pilot on Macedonian front and first Serbian paratrooper, within a French Escadrille of Major Vitrat, that soon received another French unit, under the command of Captain Robert Dangelzer. Work began immediately, theoretical lessons were combined with actual flying, first in the rear and later on the frontlines. One day, in late August, I received an order to observe enemy artillery. Missions were always given the day before, and flights over the frontlines were usually conducted at dawn, around five o'clock in the morning. We did not have our permanent pilots, but we were given various pilots, and I think that brave and charismatic Captain Paulhan was chosen for that mission.

We, observers, lived in Belgrade and were driven by car to the airfield every morning. That morning the car did not arrive on time due to engine problems, so we were late to the airfield at Banjica. My plane was already heated and the pilot awaited me impatiently, along with other personnel. Other observers had already left. So, in all that haste and confusion I climbed into the plane and forgot my coat and overall, which was necessary for flying, at the time. Still, there were no risks that we weren't prepared to take when it came to our distinguished allies and important missions. Soon we were at the enemy's side of the frontlines and started to execute the mission-finding places and positions of enemy artillery on the slopes around Zemun and Bežanija, to the banks of Danube toward Novi Sad. We were flying low since anti-aircraft artillery never presented a problem for us. Suddenly my pilot pointed his hand to many small white clouds that surrounded us. There were no detonations but the number of clouds kept

growing and they were getting closer. It looked very nice, but it was fatal. As I understood, those were the first bursts of enemy artillery. Pilot told me something but because of the engine noise I could not understand him. The expression on his face was really tense. I lifted from my seat and came close to him so I could hear him better: "*Nous partons?*" (Are we going back?) - "*Nous restons?*" (Are we staying?). Suddenly his look became sharp and strict. Our wing was hit by enemy shrapnel, the canvas was torn, splintered. Those were the first hits of enemy artillery but we kept flying, carried by the thrill and excitement, without having time to think about the gravity of the situation. What could a Serbian officer reply to a French officer in such situation, in that position, that was my only thought. I remember putting my arm over the shoulder of my French pilot and yelled out: "*Nous restons!*" (We are staying). Only Captain Paulhan was capable of confirming that reply with a song - Marseillaise!! I became even closer to my war buddy and we sang Marseillaise together. We suddenly started rising to get out of reach of enemy shrapnel. Only then I felt a terrible cold and unusual pain in my whole body and I started to spasm, and after we landed I had to spend six weeks in Belgrade military hospital. Only when we landed at Banjica, I was able to see how excited I really was.

White chrysanthemum, accompanied by Marseillaise - an event I will remember as long as I am alive.

Dorđe Seb Roš,
Captain

Those were the first bursts of enemy anti-aircraft artillery. From the above said it was obvious that pilot Paulhan and observer Roš had been in great danger, under heavy enemy fire, and still, although their plane had been damaged, they had not aborted the mission, they had sung the French national anthem together and had completed the mission. They showed great courage, audacity and composure and deserve commendation and respect.

RETREAT OF SERBIAN ESCADRILLE IN NOVEMBER AND DECEMBER 1915

Our Escadre retreated from Požarevac to Kruševac, where Captain Stanković and Lieutenant Tomić left their Blériot planes disassembled in a shed. They left to Smederevska Palanka and received from the French, two operational Maurice Farman planes and so the faith of Blériot planes, the same plane that Tomić flew on for four years without any problems, was over. When they received the planes, Stanković and Tomić returned to Kruševac and continued with reconnaissance missions. When retreating from Kruševac, Tomić destroyed four Maurice Farman planes and a lot of other material that was present there, to keep it from falling into enemy hands. As the last man there, he set fire to them, while the enemy troops were only several kilometers from Kruševac. He went to village Blace, where

he and Stanković spent the night and retreated on the following day. They set down on a hill above Kuršumljia, where Captain Stanković broke his plane while attempting to land. Tomić flew to Priština on the following day and landed on terrain where Serbian Army's rear eshelon unit was present. There was no other suitable terrain, and he caused panic, because they did not know if the plane was Serbian or enemy's.

From Priština, Tomić conducted one reconnaissance mission and on the return trip he got a high fever, but he submitted the reconnaissance report by phone. The next morning he received an order to retreat to Peć, and even though he was sick he flew to Peć and landed near the town. He spent four days in bed there. Army Headquarters was already in Peć and Tomić was asked to go there. He went and received an order, on November 21st (December 4th) 1915, to retreat to Montenegro on the following day and find a suitable terrain to land. If that was not possible, then he should destroy the plane and go to Skadar with mechanic Milekić. It was snowy and cold. Upon Tomić's return from Army Headquarters, he called the mechanic and told him their orders, and then they went to prepare the airplane (Tomić was still sick, and had a high fever). When the preparations were done, they returned to Peć. Tomić decided to fly tomorrow to Montenegro with his mechanic. The departure was exactly at eight o'clock in the morning.

The next day, on November 22nd (December 5th) 1915, at six thirty in the morning, Tomić and his mechanic Milekić left Peć and after a half an hour reached the plane, which was guarded by Montenegrin gendarmes. Since the snow fell during the night, first they cleaned the plane and then cleaned the landing strip. Weather was cloudy and foggy, and surrounding hills were not visible, the weather was not suitable for flying. Tomić and Milekić discussed it, mechanic said that it is very dangerous to fly in that weather. Tomić was determined and replied: "I am going to risk it and go, you don't have to." After a long discussion Tomić said to Milekić: "Start the engine". Milekić replied: "If you are taking a chance, so will I, ok, let's go". Airplane engine was started, Tomić waited until it reached its operating temperature, and then took off. Already at altitude of 200 meters they entered the cloud. Tomić turned around toward the mechanic and said: "We will circle here until we rise above the clouds and see the sun". And indeed, after 45 minutes of circling they exited the clouds, and they saw the sun. Ok, but the question now was, what will we use to orient ourselves, since the compass was broken. We have a map, but it is worthless because the ground is shrouded by clouds and we are over the sea, Milekić said to Tomić. Tomić calmly told him not to worry, because they would use the sun and the watch to orient themselves - and so it happened. Tomić said to Milekić: "When I calculate that we are above the coast of Adriatic Sea I will descend through the clouds and use the map to land somewhere suitable". After forty minutes of moving south, Tomić spotted the peaks of mountain Prokletija, protruding from the clouds, and said to Milekić in happiness: "There, look at

Prokletija protruding from the clouds like a rock from water. Don't you worry". Then Tomić, using this landmark, started to use the map. He knew how far away Skadar was from Prokletije mountain, and took into consideration the speed of the airplane and calculated the time when he would be over Skadar.

When the watch showed the time that he calculated when they were supposed to be over Skadar, just to be sure he kept going a little while longer and then started to descend through clouds. Then he said to Milekić: "Pray to God we don't hit a hill before we see the ground or Skadar Lake". After a very short period of time Tomić came out of the clouds and peaks of Taraboš and Brdica were below him, and above Skadar Lake there were clearings through which they could see the lake. He then descended even lower and started to see the buildings in Skadar, and saw churches and mosques. The rest was covered with fog. Circling several times he gained some altitude and decided to land in Bari, but then he looked at his fuel gauge and realized that he doesn't have enough fuel to reach Bari so he steered the plane toward Drač. Again he started to punch through the clouds and reduce altitude and when they came out from the clouds he could see the sea.

Ok, but something unforeseen happened. As soon as he punched through the clouds he saw the sea and a fleet of seven big war ships. Shrapnel from the ships began to scatter around him. He directed the plane to the clouds and once he was in the clouds he changed direction to avoid enemy fire. It worked, and soon the sound of shrapnel was barely present. He thought and said to the mechanic: "Good, we are saved". Then, after a while he descended below the clouds and saw nothing but sea. He recognized the coast and Ismi and then saw Drač and said to the mechanic: "There is Drač", mechanic replied "That is Dubrovnik". Tomić started to laugh and said: "Dubrovnik is behind us, far away". Now Tomić looked at his fuel gauge and realized that there was very little fuel and he feared of running out of fuel over the sea. Tomić looked at his watch and saw that it was half past noon, and said to Milekić: "We have spent in the air four and a half hours, from eight o'clock this morning till half past twelve. So, it is true that this plane can stay in the air four hours". When they started to exit the plane they were half frozen. Tomić had no problem stepping out, but Milekić had to massage himself and only then he was able to step outside. After they had landed in Drač, two Greek Albanians who spoke French, were the first to arrive. They led Tomić and Milekić to Serbian embassy to talk to Panta Gavrilović.

When we introduced ourselves to the Serbian official representative, who was very surprised by our arrival, he asked several times: "You left Peć this morning?" Then we talked about the military, etc. Immediately we were honored by a good lunch and joyful atmosphere. During lunch I asked assemblyman Gavrilović where I can get some fuel for the plane to fly to Skadar. He told me that there was no fuel around here. Only place that had fuel is the radio station and mansion of Esad Pasha (*Esat Pashë Toptani*), our

good friend at the time. "But, stay here for the night and in the evening we will go to see Esat Pashe and ask him to give us some fuel", assemblyman suggested. Around four o'clock in the afternoon we arrived at Esat Pashe, where the assemblyman introduced me to him: "This is our aviator Miodrag Tomić" and said: "Do you know who he is? Esat put a finger on his forehead, thought for a moment and asked me: "Are you perhaps the Tomić who flew over my troops during the war at Skadar?" The answer was affirmative. Esat put his hand on his hips and said: "Do you know how much panic you created for my troops and citizens of Skadar with your first and other flights? And you were shot at, by all weapons at my disposal and by citizens of Skadar because they were afraid that you will pour hot rain and hot stones on them". In further conversation about that and other flights, Esat said that residents of Skadar did not take shelter in the basements because they were afraid that the hot rain will burn them with steam, so they took shelter in the attics. Then we stayed for dinner and our assemblyman told him that I should fly to Skadar tomorrow, but that I was grounded because I had no fuel. Esat said: "I will send some fuel to be delivered to you airplane", and added "Just don't bomb Skadar ", and started to clap my shoulder smiling. I replied: "I won't, because now you are a good friend of Serbia and you allowed the retreat of Serbian Army though your territory and I see some part of Army that arrived here, in Drač."

Our representative was a good friend to Esad Pasha. When the dinner was over they said goodbye to Esad, who greeted them with open arms, and thanked him for the fuel and hospitality. The next day, November 23rd (December 6th) 1915, Tomić came to the Serbian embassy around ten o'clock to say goodbye to the representative and since the representative was in another room with doors opened, after saying hello he told Tomić: "Sit down please, I will be with you in a moment". Tomić looked at the sea from the balcony and saw a fleet of seven war ships that were moving toward Drač. He yelled out to the representative that the Austrian fleet is coming, the same fleet that shot at him yesterday. Representative replied: "That is the Italian fleet, today it will pass near Drač". Tomić was determined, he took the binoculars that were on the desk, and looked at the fleet and saw a flag of Austro-Hungary on the ships that were getting ready to dock. Tomić told to the representative again: This is Austro-Hungarian fleet with their flags". Representative took the binocular, looked and said: "It is an Austrian fleet, they will dock here, you should take your plane and run away to Skadar, and tell the Prime Minister Pašić about this and tell him I will burn the code if they dock." Then Tomić, run outside and down the stairs into the courtyard, and as he grabbed the gate he heard the representative calling him through the open window in the first floor of the house: "Let me just burn the code, and I will come with you to Skadar ". Tomić acknowledged this and replied: "Hurry up and meet me by at the airplane, I am going ahead to prepare the airplane and as soon as you arrive we will take off". In the meantime, the fleet opened

fire on some large sailboats and a small ship, and began to retreat. However, Tomić waited for the representative for an hour but he didn't come. Since the fleet retreated, Tomić went to the embassy to see the representative who said to him: "I will not be going because there is no danger, but you should inform Prime Minister Pašić about what happened and tell him that I burned the code and that he should send me another one". When he returned to Skadar, Tomić went right away to the Prime Minister and told him what happened. The Prime Minister said to him: "OK, you will take the code by plane tomorrow." Then Tomić went to the Supreme Command Headquarters, reported in and told them what had happened in Drač. On November 24th (December 7th) 1915, in the morning, he took the code to the representative in Drač and returned to Skadar on the same day. Tomić is the only Serbian aviator who flew his plane to Skadar, while everyone else arrived by land, some twenty days later. During entire December and first half of January (second half) 1916, he was carrying everyday orders, telegrams, post and money in large amounts, giving it to Command of Maritime Corps of Serbian Army, whose Headquarters was in Drač.

THE DRAČ-SKADAR FLIGHT OF DUKE PETAR BOJOVIĆ WITH TOMIĆ

When Field Marshal (*Vojvoda*, Duke) Petar Bojović was being appointed as the Chief of Staff of Supreme Command, Tomić brought various orders and mail from Skadar. When the Duke called Tomić and asked him to transport him to Skadar to accept his new duties, Tomić told him that his airplane was unsafe, that his engine was old, ran poorly and did not provide enough power. Duke then asked Tomić: "How are you flying then?". Tomić replied: "I am taking a chance and I am always careful, if the engine stops I think I can survive." Then the Duke replied: "When a young man such as you takes a chance, why not an old man like me?". Tomić said: "You are something else", and the Duke replied: "We will have lunch now and then head to Skadar ". Tomić told the Duke again that the plane was not safe, but the Duke replied: "Let's have lunch, and then get to the plane", and Tomić said nothing. After lunch they arrived at the plane, where the entire Duke's Headquarters was present to escort him. After saying goodbye to everyone, they took off. Flying to Skadar, they flew over Serbian retreating troops. Above the Mača river (*Mača*, *Mat*, between Drač and Lješ), Duke was watching as Serbian soldiers were crossing over Mača and the uliginous part of the country. Upon arriving at Skadar, at the landing field, the Duke was welcomed by the Staff of the Supreme Command. Then Tomić went to the Staff of Supreme Command, where the Duke thanked him as they said goodbye, he said: "There, you see, nothing happened, we had a nice flight". He was very thrilled by the flight.



Пор Миодраг Томић са својим механичарима испред Њепора 24 Ц1 Н 4408 на Вертекопу. У хангару се види Спад 7 Ц1 са црним ескадрилским бројем 10. Прва два ловца Спад 7 Ц1 стигла су у Српску авијатику крајем пролећа 1917, и то у ескадрилу Н.523. Ипак, Њепори 23 Ц1 и 24 Ц1 су остали основни ловачки тип у наоружању ескадриле до лета следеће године (ВМ)

Lt Miodrag Tomić with his mechanics in front of Nieuport 24 C1 N 4408 at Vertekop. Spad 7 C1 with black escadrille number 10 is seen in the hangar. First two Spad 7 C1 fighters were delivered to *Aéronautique Serbe* in late spring 1917, to Escadrille N.523. However, Nieuports 23 C1 and 24 C1 remained the basic fighter type in the inventory of the unit until the next summer (MM)



Пор Миодраг Томић у кабини ловца Њепор 23 Ц1 наоружаног са два митраљеза: Викерс тип I синхронизованим да гађа кроз поље елисе, и Луис тип I на горњем крилу. Од првих летова са Барбалушија марта 1913. до тренутка кад је постигао своју прву ваздушну победу, Миодраг Томић је имао преко 400 сати борбеног налета по чему је уз Симишу Стефановића био далеко најактивнији српски пилот (МВ)

Lt Miodrag Tomić in the cockpit of Nieuport 23 C1 fighter, armed with two machineguns: Vickers Mark I synchronized to fire through the propeller arc, and Lewis Mark I on upper wing. From his first flights at Barbullushi in March 1913 until the time of his first aerial victory, Miodrag Tomić had more than 400 hours of combat flying and along with Siniša Stefanović was the most active Serbian pilot by far (AM)



Три ловца Њепор 24 Ц1 ескадриле Н.523 на Вертекопу крајем лета 1917. године. На корену упорнице десног крила аероплана Н 3546, са црним ескадрилским бројем 2 на трupu, окачен је плишани меда, амајлија његовог пилота (МВ)

Three Nieuport 24 C1 fighters of Escadrille N.523 at Vertekop in late summer 1917. Aeroplane N 3546, with black escadrille number 2 on fuselage, has a plushy teddy bear, the amulet of its pilot, hooked on the root of the starboard wing strut (AM)



Регент Александар у друштву високих француских и српских официра у посети ескадрили Н.523 на Вертекопу 27. децембра 1917. године. Иза њих се види низ од пет ловаца Њепор 23 Ц1 и један Спад 7 Ц1. Десно од регента је мај Виктор Денен (ВМ)

Regent Aleksandar in company of French and Serbian high officers visits Escadrille N.523 at Vetekop on December 27th, 1917. Behind them is a line of five Nieuport 23 C1 fighters and a single Spad 7 C1. Right from Regent is Maj Victor Denain (MM)



Мај Виктор Денен, шеф Команде авијатике при Команди савезничких армија, предаје одликовања Миодрагу Томићу и тројици француских авијатичара из Српске авијатике на Вертекопу 27. децембра 1917. године. У позадини са леве стране види се Доран АР 1871 са црним пантером на трupu (МВ)

Maj (*chef d'escadron*) Victor Denain, Chief of Aviation Command of the Allied Armies Command, presents decorations to Miodrag Tomić and three French aviators of *Aéronautique Serbe* at Vertekop on December 27th, 1917. In the background, to the left, Dorand AR 1871 with the black panther on fuselage can be seen (AM)

Удес наредника Пешкир-Петровића је изазвао и интересовање пор Миодрага Томића, који стоји поред репа аероплана АР.1 бели 4 (МВ)

Sgt Peškir-Petrović's mishap caused interest of Lt Miodrag Tomić, who is standing next to the tail of AR.1 White 4 (AM)



Миодраг Томић у Њепору 24 Ц1 по повратку са задатка на Вертекопу у пролеће 1918. године. Аероплан нема ескадрилски и серијски број, али зато има српску тробојку на трупу (МВ)

Miodrag Tomić returns from a mission in Nieuport 24 C1 at Vertekop in spring 1918. Aeroplane has no escadrille or serial number, but it carries a Serbian tricolour on the fuselage (AM)



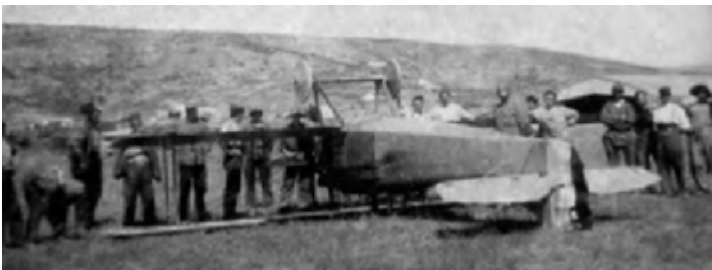
Први командир 1. српске ескадриле (тј. ескадриле АР.521), пор Михаило „Мишел” Маринковић предаје француски Ратни крст пор Милораду Веселиновићу пред особљем јединице, постројеног испред Дорана АР.1 А2 АР 1867 и два Њепора 24 Ц1 (МВ)

The first Commander of the *1ère Escadrille Serbe* (ie Escadrille AR.521) Lt Mihailo "Michel" Marinković presents the *Croix de Guerre* to Lt Milorad Veselinović in front of the escadrille personnel, which stands to attention in front of Dorand AR.1 A2 AR 1867 and two Nieuports 24 C1 fighters (AM)



Пор Маринковић пред Веселиновићем и стројем ескадриле. У позадини се виде АР 1862 и реп аероплана АР 1853. Пети с десна, стоји Миодраг Томић (МВ)

Lt Marinković in front of Veselinović and lined-up escadrille. Seen behind are AR 1862 and the tail of AR 1853. The fifth from right, standing Miodrag Tomić (AM)



Капотаж ловца Спад 7 Ц1 пор Миодрага Томића на Вертекопу 19. јуна 1918 (МВ)

Overturning of Lt Miodrag Tomić's Spad 7 C1 at Vertekop on June 19th, 1918 (AM)



Пор Миодраг Томић, портрет (Миодраг Томић)
Lt Miodrag Tomić, portrait (Miodrag Tomić)



Миодраг Томић, са Ратним крстом са две палме на грудима, у својој „канцеларији“ на Вертекопу. Томић је остао у Ваздухопловству после рата и тек 1928. му је додељена више него заслужена Карађорђева звезда са мачевима (Историјски музеј Србије)

Miodrag Tomić, with *Croix de Guerre* with two bronze palms on his chests, in his "office" at Vertekop. Tomić remained in the Air Force after the war and only in 1928 he received more than deserved Star of Karadorde with Swords (Historical Museum of Serbia)



Низ од девет ловаца Спад 7 Ц1 ескадриле Спа.523 на Вертекопу. У даљини се виде два Брегета 14, два Дорана АР.1 А2 и један Њепор 24 Ц1 (кол. Борис Циглић)

Nine Spad 7 C1 fighters of Escadrille Spa.523 lined up at Vertekop. A pair of Breguet 14s and Dorand AR.1 A2s and a single Nieuport 24 C1 are visible in the distance (Boris Ciglić Coll)

Уобичајени приказ на Вертекопу у лето 1918: земаљско особље припрема апарате за задатке. У предњем плану су Доран АР.1 А2 са белом пругом на трупу – ознаком 2. српске ескадриле, и Брегет 14 А2 1. српске ескадриле, са белим ескадринским бројем 2 и српском тробојком (МВ)

Usual sight at Vertekop in summer 1918: ground crews preparing the aeroplanes for missions. Dorand AR.1 A2 with white stripe on the fuselage – marking of 2e Escadrille Serbe, and Breguet 14 A2 of 1ère Escadrille Serbe with white escadrille number 2 and Serbian tricolour stand in foreground (AM)



Шест Њепора 24 Ц1 1. српске ескадриле на Вертекопу током припрема за септембарску офанзиву. Први авион у низу носи српске кокарде на крилима, као и српску заставу на трупу (кол. Борис Циглић)

Six Nieuports 24 C1 of 1ère Escadrille Serbe at Vertekop during the preparations for the September offensive. The first aeroplane in a row carries Serbian cockades on the wings, as well as the Serbian tricolour on the fuselage (Boris Ciglić Coll)



Поглед на биваке у којима су били смештени српски авијатичари током више од две године боравка на Вертекопу. Последњи припадници Српске авијатике напустили су Вертекоп у другој половини 1919 (кол. Борис Циглић)

View on bivouacs housing Serbian airmen for more than two years of their staying at Vertekop. Last members of the *Aéronautique Serbe* left Vertekop in the second half of 1919 (Boris Ciglić Coll)





Смотра 1. српске ескадриле. Трећи аероплан у низу, Доран АР.1 А2 са црним ескадрилским бројем 11 на трупу, већ је био на крају ресурса, са неисправним мотором и одређен за расход. Управо тим аеропланом су ппор Стеван Рајичевић и ппор Јаков Љотић пошли на задатак 18. септембра 1918. и после епског лета, понекад тик изнад бугарских ровова и планинских врхова – пошто због слабог рада мотора авион није могао да се попне на висину изнад 1000 метара – срећно су се вратили на Вертекоп. Претходно је кап Вукосављевић забранио Рајичевићу летење, јер је овај у свега неколико дана у удесима уништио неколико апарата, да би му ипак, на упорне молбе, дозволио да полети са отписаном „једанаестицом“ (кол. Милан Мицевски)

Inspection of 1ère Escadrille Serbe. The third aeroplane in a row, Dorand AR.1 A2 with black escadrille number 11 on the fuselage, was already at the end of its resources, with broken engine and was designated to be written off. It was this aeroplane that 2nd Lt Stevan Rajičević and 2nd Lt Jakov Ljotić boarded on September 18th, 1918 and after an epic flight, sometimes just above over Bulgarian trenches and mountain peaks – due to engine malfunction the plane could not get higher than 1000 meters – luckily returned to Vertekop. Previously, Cap Vukosavljević banned Rajičević from flying as he smashed several aircraft in accidents in a course of just a few days, but after his persistent pleas, allowed him to take off with the derelict "eleven" (Milan Micevski Coll)



Велика живост на Вертекопу првих дана септембарске офанзиве: Доран АР.1 А2 са леве стране припада ескадрили БР.502 из Авијатике Источне војске (МВ)

Lively activity at Vertekop in the first days of the September offensive: Dorand AR.1 A2 on the left belonged to Escadrille BR.502 from *Aéronatique de l'Armée d'Orient* (AM)



Претрпана стајанка на Вертекопу. Са леве стране се виде два Дорана АР 2 А2, а у средини један Бреге 14 А2 без ескадрилских обележја и два из 1. српске ескадриле са белим ескадрилским бројевима 2 и 3 (МВ)

Crammed apron at Vertekop. Two Dorand AR.2 A2 biplanes are on the left, in the middle is an Breguet 14 A2 without escadrille markings and two with white escadrille numbers 2 and 3 of 1ère Escadrille Serbe (AM)



Посета команданта француске 122. пешадијске дивизије, ангажоване на фронту српске II армије, аеродрому Вертекоп у другој половини септембра 1918. године. У хангару се виде Спадови 7 Ц1 ескадриле Спа.523 (МВ)

Commander of the French 122nd Infantry Division, which was engaged on the Serbian II Army front, visits Vertekop airfield in the second half of September 1918. Spads 7 C1 fighters of Escadrille Spa.523 are visible in the hangar (AM)



Град Ниш 1918, панорама (немачка поштанска карта)

City of Niš 1918, panorama (German post card)



Припадници ескадриле Спа.523 по доласку у Ниш октобра 1918. Други с десна је пор Миодраг Томић, десно од њега стоји шеф ескадриле пор Пјер Бушер а до њега је кап Морис Мишо (Историјски музеј Србије)

Members of Escadrille Spa.523 after their arrival in Niš in October 1918. Second from the right is Lt Miodrag Tomić, standing right beside him is Escadrille Chief Lt Pierre Bouchér, and next to him is Cap Maurice Michaud (Historical Museum of Serbia)



Трагичан пад Брегеа 14 А2 у Нишу 9. новембра 1918. приликом којег су погинули пилот поднаредник Луј Пивто и механичар редов Марсел де Гинст из ескадриле АР.524. Два дана касније, 11. новембра 1918. у 11 часова званично су престале ратне операције у Великом рату (Историјски архив Ниш)

Tragical crash of Breguet 14 A2 in Niš on November 9th, 1918, when pilot Sgt Louis Piveteau and mechanic-private Marcel de Guinst from Escadrille AR.524 lost their lives. Two days later, at eleven o'clock on November 11th, 1918 all hostilities in the Great War have officially ceased (Historical Archive Niš)



Пор Миодраг Томић: три портрета 1916-1917. године

Lt Miodrag Tomić: three portraits 1916-1917.



Пор Миодраг Томић: три портрета 1918. године

Lt Miodrag Tomić: three portraits 1918.

Пресеријски авион Д.1 С1 (ознака пројектанта Д.1бис) №06 током званичних проба, Нови Сад, 1925. године. У групи пилота и инжењера, у првом реду стоје, с десна на лево (други с десна) М. Томић, (пети) инжењер Емил Девоатин, конструктор авиона, (шести) М. Доре, фабрички пробни пилот (непозната штампа виа Миодраг Томић)

Pre-series Dewoitine D.1 C1 (designer's designation D.1bis) №06, during official testing, Novi Sad, 1925. In the group of pilots and engineers, in the first row, from right to left, standing (the second from right) Miodrag Tomić, (the fifth) engineer Émile Dewoitine, aircraft designer, (the sixth) Marcel Doret, factory test pilot (unknown newspaper via Miodrag Tomić)



Диван снимак ловца Д.1 Ц1 №06 снимљеног, убрзо по исписивању националних ознака, аеродром „Сајлово“, Нови Сад, (вероватно) 1924. У кокпиту је извиђач кап Љуба Трпковић; у позадини хангар у раном степену изградње. Тај узорни примерак испоручен Ваздухопловству средином 1924. био је једини југословенски Д.1бис. Касније је враћен фабрици (кол. Александар Огњевић)

Magnificent photo of D.1 C1 №06 fighter, taken shortly after national marking was applied, "Sajlovo" aerodrome, Novi Sad, (probably) 1924. Observer Cap I class Ljuba Trpković sitting in the cockpit; hangar in early stage of construction can be seen in the background. This pattern aircraft was delivered to Air Force in mid 1924 was sole Yugoslav D.1bis type. Later it was returned to the factory (Aleksandar Ognjević Coll)



Аеро А-11.5, аеродром „Сајлово“, Нови Сад, септембар 1925. године. Један од два А-11 који су из Прага долетели у Београд и продужили за Букурешт (ВМ)

Aero A-11.5, "Sajlovo" aerodrome, Novi Sad, September 1925. One of two A-11 machines which came flew from Prague to Bgrade, and later went away to Bucuresst (VM)



Слава 1. ваздухопловног пука, Нови Сад, 1926. године. Официри и гости испред хангара „мајор Бранко Вукосављевић“, с лева на десно (четврти) Ј. Маркићевић, (једанаест) М. Томић, командант 2. ваздухопловне групе, (четрнаести) Ј. Југовић, командант 1. ваздухопловног пука (Породица Добникар виа Предраг Миладиновић)

Celebration of 1st Aviation Regiment, Novi Sad, 1926. Officers and guests in front of hangar "Major Branko Vukosavljević", left to right (the fourth) J. Markičević, (the eleventh) M. Tomić, Commander of 2nd Aviation Group, (the fourteenth) J. Jugović, Commander of 1st Aviation Regiment (Dobnikar family via Predrag Miladinović)



Резервни и активни официри на вежби, Нови Сад, 1926. године. С лева на десно (трећи) мајор Томић, (пети) потпуковник Југовић, (шести) мајор Ђорђевић, (десети) рез. кап Микић; у позадини Бреге 14 (Бреге-Рено 300 КС) (кол. Александар Огњевић)

Reserve and active officers during exercise, Novi Sad, 1926. Left to right (the third) Major Tomić, (the fifth) Lieutenant-Colonel Jugović, (the sixth) Major Đorđević, (the tenth) Reserve Cap Mikić; in the background Breguet 14 (Breguet-Renault 300 HP) (Aleksandar Ognjević Coll.)



Први падобрански скок, Нови Сад, 4. септембар 1926. године. На фотографији се виде три школска типа, с лева на десно, Бранденбург Ц.І (Средњи Бранденбург) Бр. 18, Анрио №1000 (узорни примерак) и Бранденбург Б.І (Мали Бранденбург) Бр. 02.06. Оба Бранденбурга су домаће производње, док је Анрио био у то време на проби и још увек без југословенских националних ознака (кол. Милан Мицевски)

The first parachute jump, Novi Sad, September 4th, 1926. Three trainer types can be seen on this photo, left to right: Brandenburg C.I (*Srednji Brandenburg*) Br. 18, Hanriot №1000 (pattern aircraft) and Brandenburg B.I (*Mali Brandenburg*) Br. 02.06. Both of Brandenburg machines were domestic-built, while Hanriot was sample machine tested by Air Force and still not carried national insignia (Milan Micevski Coll)



Троседи Брег 19 Б2 №5 Шпанског ваздухопловства, опремљен мотором Лорен-Дитрих од 450 КС, Нови Сад, 1926. године. У првом реду, с лева на десно, стоје (други) Јанко Маркићевић, (седми) Павле Филиповић, командант Техничког парка 1. ваздухопловног пука, (девети, дванаести и тринаести) три шпанска посетиоца (Породица Добникар виа Предраг Миладиновић)

Spanish Air Force's three-seat Breguet 19A2 №5 equipped with 450 HP Lorraine-Dietrich engine, Novi Sad, 1926. In the first row, left to right, standing (the second) Cap Janko Markićević, (seventh) Maj Pavle Filipović, Commander of Technical Park of 1st Aviation Regiment, (the ninth, twelfth and thirteenth) three Spanish visitors (Dobnikar family via Predrag Miladinović)



Златан пехар Њ. В. Краља, награда победнику на ваздухопловним утакмицама (Алманах ЈВ 1931-32)

H.M. King's golden cup, prize for winner of King's Cup Races (Yugoslav Aviation Almanac 1931-32)



Плакат за прву Војну ваздухопловну утакмицу за пехар Њ. В. Краља, одржану 6. септембра 1926, на рођендан престолонаследника Петра. Одржано је укупно десет утакмица, сваке године у периоду од 1926. до 1936, осим 1930 (виа приређивачи)

Placard for the first military competition, King's Cup Race which was held on September 6th, 1926, on birthday of Crown Prince Petar. Total of ten air races were performed in period from 1926 to 1936, except in 1930 (via editors)



Остаци југословенског Бреге 19 А3 (Бреге-Хиспано 450 КС) №106 и чехословачког Аеро Аб.11 №12 који су уништени у септембру 1926, пошто су се сударили на дванаест метара изнад аеродрома Кбели у Прагу. Погинула су тројица, ппук Јован Југовић и пилот пор Еуген Његован у Брегеу, и пилот кап Јиндржих Коштра у Аеру, док је југословенски механичар Иван Аксионов преживео. Овај Бреге је био један од пет авиона истог типа који су под вођством команданта Југовића отишли на лет Праг-Варшава-Букурешт, после Прве утакмице за Краљев пехар. У знак сећања на трагично погинулог команданта, новосадски аеродром је добио име „Југовићево“ (МБ)

Remains of Yugoslav Breguet 19 A3 (Breguet-Hispano 450 HP) №106 and Czechoslovak Aero Ab.11 №12, which destroyed on September 9th, 1926 after mid air collision on twelve meters over Kbely aerodrome in Prague. Three persons were killed, LtCol Jovan Jugović and pilot Lt Eugen Njegovan in Breguet and pilot Cap Jindřich Kostrba in Aero, while Yugoslav mechanic Ivan Aksionov survived. This Breguet was one of five machines of the same type, which were led by Commander Jugović to journey Prague-Warsaw-Bucurest, after the First King's Cup Race. In memory of tragically killed Commander, Novi Sad airport was renamed as "Jugovićevo" (AM)



Ппук Јован А. Југовић, командант 1. ваздухопловног пука (Годишњак ЈВ 1931-32)

LtCol Jovan A. Jugović, Commander of 1st Aviation Regiment (Yugoslav Aviation Yearbook 1933-34)



Југословенски авијатичари упознали су први пут 1926. тромоторни немачки тип Јункерс Г.24. После посете Румунији и Грчкој, шведски Г.24 (W.Nr. 931) S-AABA, приспео је 13. августа у Панчево, а затим је приказан 17. истог месеца у Новом Саду (МВ)

Yugoslav aviators met for the first time in 1926 new German three-motor Junkers G.24. After visited Romania and Greece, Swedish G.24 (W.Nr. 931) S-AABA arrived on August 13th at Pančevo airfield, and then demonstrated on 17th of the same month at Novi Sad (AM)



Ваздухопловно особље испред авиона (лево) Анрио Х.320 и (десно) Спад С.1 Ц1. У средини, мај М. Томић, командант 2. ваздухопловне групе (кол. Милан Мицевски)

Aviation personnel in front of (left) Hanriot H.320 i (right) Spad S.1 C1. In the middle, Maj M. Tomić, Commander of 2nd Aviation Group (Milan Micevski Coll)



Девотин Д.1 Ц1 (Девотин-Хиспано 300 КС) №8, 1. ваздухопловни пук, Нови Сад, 1927/28. године. Тај тип је био први модерни и главни ловачки тип југословенског Ваздухопловства 1926-1931; у служби до 1937. године. Купљено је укупно 44 авиона. Стајни трап са скијама на овом авиону (МВ)

Dewoitine D.1 C1 (*Dewoitine-Hispano 300 HP*) №8, 1st Aviation Regiment, Novi Sad, 1927/28. The type was the first modern and main fighter type of Yugoslav Air Force during 1926-1931 period; in service until 1937. Total of 44 were purchased. Note ski undercarriage (AM)



Балон Зодиак, 1. балонска чета, аеродром „Југовићево“, Нови Сад, 25. март 1927. године. Од 1923. до 1938, као део Ваздухопловства војске, постојало је Војно балонство са четири чете које су биле базиране у Новом Саду, Нишу и Сарајеву. Јединице су биле опремљене са седам извиђачких балона четири различита типа: један Како тип Р (коришћен 1923-1934), један СТАе Зодиак тип БД (1927-1934), два СТАе Аеразур тип БД (1928-1935) и три ВВБИС БД (1935-1938). Године 1938. балони су замењени аутожировима (кол. Ненад Миклушев)

Zodiak balloon, 1st Balloon Company, "Jugovićevo" aerodrome, Novi Sad, March 25th, 1927. From 1923 to 1938, as the part of Air Force, existed Military Balloon Service with four companies based at Novi Sad, Niš and Sarajevo. Units were equipped with seven captive observation balloons of four different types: one Caquot type R (used 1923-1934), one STAé Zodiac type BD (1927-1934), two STAé Aerazur type BD (1928-1935) and three WWBiS BD (1935-1938). In 1938 balloons were replaced with autogyros (Nenad Miklušev Coll)



Маж М. Томић, командант 6. ваздухопловног пука, аеродром „Београд“, Земун, 1928. године. У позадини се види ловац Девоатин Д.9 Ц1 (Девоатин-Јупитер 420 КС). Као допуна серије од 44 ловаца Д.1 Ц1, Ваздухопловству је испоручено 1926. шест Д.9 Ц1. Команда Ваздухопловства је желела да испита тада нови мотор Јупитер (произведен 1925), који је неколико година касније усвојен за лиценцу производњу у Краљевини. Тих шест мотора су били први Јупитери коришћени у земљи, док је Д.9 био први ловац опремљен звездастим мотором (Миодраг Томић)

Maj M. Tomić, Commander of 6th Aviation Regiment, "Belgrade" aerodrome, Zemun, 1928. In the background can be seen Dewoitine D.9 C1 (*Dewoitine-Jupiter 420 HP*) fighter. As addition to 44 D.1 C1 fighters, six D.9 C1s were delivered to Air Force in 1926. Air Force Command intended to test then new Jupiter engine (produced in 1925), which was accepted a few years later for license production in the Kingdom. These six engines were the first Jupiters used in the country, while D.9 was the first fighter equipped with radial engine (Miodrag Tomić)



Ловци Девотин пред одлазак за Београд, Нови Сад, 1927. године. Авиони Д.1 Ц1 уведени су 1926. у новосадски 1. ваздухопловни пук (неки и у пилотске школе). Док је 121. ваздухопловна група (251. и 252. ескадрила за гоњење) остала у саставу тога пука у Новом Саду, комплетна 125. ваздухопловна група (271. и 272. ескадрила), са 25 ловаца Д.1 и Д.9, под командом мај Миодрага Томића, пресељена је 25. марта 1927. из Новог Сада на новотворени аеродром у Земуну (Бежанијски аеродром). Од те групе формиран је 1. априла 1928. престонички 6. ваздухопловни пук (МВ)

Dewoitine fighters prior to transfer to Belgrade, Novi Sad, 1927. D.1 C1 fighters entered during 1926 in Novi Sad based 1st Aviation Regiment (some also in pilot's school). While 121st Aviation Group (251st and 252nd Pursuit Escadrille) remained in Regiment at Novi Sad, complete 125th Aviation Group (271st and 272nd Pursuit Escadrille) with 25 D.1 and D.9 fighters, under the command of Maj Miodrag Tomić, relocated on March 25th, 1927 from Novi Sad to new opened aerodrome at Zemun (*Bežanija* airfield). On April 1st, 1928, new capital based 6th Aviation Regiment was formed from this group (AM)



Два Д.9 Ц1 (№2 и №5) и низ ловаца Д.1 Ц1, 125. ваздухопловна група, Земун, 1927 (Породица Добникар виа Предраг Миладиновић)

Two D.9 C1 (№2 и №5) and line of D.1 C1 fighters, 125th Aviation Group, Zemun, 1927 (Dobnikar family via Predrag Miladinović)



Пилотска школа 1. ваздухопловног пука, Нови Сад, 1928. године. У првом реду (с десна на лево) шест нових авиона Анрио Х.320 Модел 1926, два Мала Бранденбурга, два Рогожарски Ф.1, два Бреге 19 и један Потез 25. У другом реду, три Мала Бранденбурга и два трофејна авиона (Породица Добникар виа Предраг Миладиновић)

Pilot School of 1st Aviation Regiment, Novi Sad, 1927. Different types of trainers can be seen: in the first line (right to left) six newly delivered Hanriot H.320 Model 1926 trainers, two *Mali Brandenburgs*, two *Rogožarski F.1s*, two Breguet 19s and single Potez 25. In the second line, three *Mali Brandenburgs* and two old captured machines (Dobnikar family via Predrag Miladinović)



Командант Ваздухопловства, ђен Радисав Станојловић предаје Карађорђеву звезду мај Миодрагу Томићу, за 15-годишњицу службе, Земун, 20. мај 1928 (Сава Микић: *Историја ЈВ*)

Air Force Commander, Gen Radisav Stanojlović awarded Star of Karađorđe with Swords to Maj Miodrag Tomić for his 15-years service anniversary, Zemun, May 20th, 1928 (Sava Mikić: *Istorija JV*)

Пор Леонид Бајдак (лево) и кап I класе инжењер Тадија Содермајер снимљени у Новом Саду. Од 20. априла до 8. маја 1927, они су успели да остваре демонстрациони лет од 14.800 km, Париз-Боград-Бомбај и натраг, у петнаест етапа за једанаест дана, за 89 сати ефективног лета (Čedomir Janić, Jovo Simišić: *More Than Flying*)

Lt Leonid Bajdak (left) and Cap I class engineer Tadija Sondermajer pictured in Novi Sad. From April 20th to May 8th 1927, they managed to complete 14.800 kms demonstration journey, from Paris to Bombay and back, in fifteen stages, after eleven days of travel and 89 hours of effective flying (Čedomir Janić, Jovo Simišić: *More Than Flying*)



Повратак Сондермајера и Бајдака у Београд, 8. мај 1927. године. У позадини се види њихов Потез 25 Б2 (Потез-Лорен 450 КС), специјално модификован за дуге летове. На другом седишту је уграђен ветробран (Čedomir Janić, Jovo Simišić: *More Than Flying*)

Return of Sondermajer and Bajdak to Belgrade, May 8th, 1927. In the background can be seen their Potez 25 B2 (Potez-Lorraine 450 HP) №1, specially modified for long-range flights. Note windshield in front of the second seat (Čedomir Janić, Jovo Simišić: *More Than Flying*)



Прва утакмица Мале Антанте и Пољске, 27-28. август 1927. године. Мала група Пољака и Југословена позира по киши, стојећи у блату, с десна на лево (први) М. Јанковић, (други) М. Томић, (четврти) Ђен Р. Станојловић (кол. Александар Огњевић)

The First Competititon of Petite Entente and Poland, August 27th and 28th, 1928. Group of Poles and Yugoslavs pose on a rainy day, standing in mud, right to left (the first) M. Janković, (the second) M. Tomić, (the fourth) Gen R. Stanojlović (Aleksandar Ognjević Coll)



Три авиона пред утакмицу, 27. август 1927: (лево) југословенски Ф.И. (Физир-извиђачки) прототип, (у средини) југословенски Бреге 19 Б2 (Бреге-Лорен 450 КС) и (десно) пољски Бреге 19 истог типа (кол. Александар Огњевић)

Three machines prior to 1927 competition, August 27th, 1927: (left) Yugoslav F.I. (*Fizir-izviđački* ie Fizir-recce) prototype, (mid) Yugoslav Breguet 19 B2 (*Breguet-Lorraine 450 HP*) and (right) Polish Breguet 19 of the same type (Aleksandar Ognjević Coll)



Авион Ф.И. бели 13 пре утакмице: (у првом седишту) пилот Владимир Стрижевски, (у другом седишту) извиђач-навигатор Александар Ковањко, (пored авиона, четврти с десна) мај Миодраг Томић, командант 125. ваздухопловне групе (кол. Александар Огњевић)

F.I White 13 mashine before competition: (in the first seat) pilot Vladimir Striževski, (in the second seat) observer/navigator Aleksandar Kovanjko, (beside aircraft, the forth from right) Maj Miodrag Tomić, Commander of 125th Aviation Group (Aleksandar Ognjević Coll)



Прототип Ф.И. с/н 1 бр. 13, саграђен у Аеропланској радионици 1. ваздухопловног пука (АР 1. ВП), Нови Сад, август 1927. Прототип полетео октобра 1925; после дораде инжењера Душана Станкова задобио 1. место на Утакмици држава М. Антанте и Пољске. „Рогожарски“ је произвео 1928-29. укупно тридесет Ф.1В (Физир-Мајбах) и пет прототипова (мотори Лорен 450 КС, Хиспано, Кастор, Титан, Рајт) а „Змај“ петнаест Физир-Рајт и пет хидроплана Физир-Јупитер (кол. Огњан Петровић)

F.I. prototype c/n 1 White 13, built by Aeroplane Workshop of the 1st Aviation Regiment, Novi Sad, August 1927. The first flight was performed in October 1925; after modifications conducted by engineer Dušan Stankov prototype became in 1927 the winner of the First Petite Entente Competitions. *Rogožarski* factory built 1928-1929. series of thirty F.1V trainers (known as *Fizir-Maybach*) and five different prototypes (with Lorraine, Hispano, Castor, Titan and Wright engines), while *Zmaj* delivered fifteen F.1V-Rajt (*Fizir-Wright*) trainers and five F.1M (*Fizir-Jupiter*) floatplanes (Ognjan Petrović Coll)



Део екипе Краљевине СХС по повратку са руте Београд-Праг-Варшава-Букурешт. У позадини је учесник Бреге-Лорен 450 (Чедомир Јанић виа Огњан Петровић)

Part of Kingdom of SCS's team after comeback from route Belgrade-Prague-Warsaw-Bucurest. In the background can be seen participant Breguet 19 B2 (*Breguet-Lorraine 450 HP*) (Čedomir Janić via Ognjan Petrović)



Остаци авиона Потез 25 В2 №1 на глечеру Изабела у Форарлбершким Алпима. На повратном лету са утакмице у Цириху авион је у магли ударио 24. августа 1927. у планину. Оба члана посаде, ппук Живорад Петровић и пилот пор Драгољуб Пајевић, су изгубили животе (МВ)

Remnants of Potez 25 B2 №1 on Isabelle glacier in Vorarlberg Alps. During return flight from Zürich competition, on August 24th, 1927, the machine hit the mountain in fog. The crew, LtCol Živorad Petrović and pilot Lt Dragoljub Pajević, lost their lives (AM)



Ппук Живорад С. Петровић, командант 1. ваздухопловног пука (Годишњак ЈВ 1933-34)

LtCol Živorad S. Petrović, Commander of 1st Aviation Regiment (Yugoslav Aviation Yearbook 1933-34)



Снимак из ваздуха српског ваздухопловног индустријског комплекса у изградњи, Краљево, 27. октобар 1927: (у првом плану) Војно-технички завод (ВТЗ) и (у позадини) главна хала Фабрике авиона Краљево (тј. Завода Бреге у Краљеву). Радови су започети једанаест месеци раније, 12. септембра 1926. године. На фотографији је записано да су снимање са висине од 150 m извршили припадници 1. ескадриле, пилот наредник Добникар и извиђач потпоручник Николић (Породица Добникар виа Предраг Миладиновић)

Aerial shot of Serbian aviation industry complex under construction, Kraljevo, October 27th, 1927: (in foreground) Technical-Military Depot (VTZ) and (in background) main production hall of Aircraft Factory Kraljevo (i.e. *Ateliers Breguet* at Kraljevo). The first works began eleven months ago, on September 12th, 1926. The photo was taken by 1st Escadrille's crew, pilot Sgt Dobnikar and observer Lt Nikolić, from 150 m height, as written on photo (Dobnikar family via Predrag Miladinović)



Приказ ловца Д.27 Ц1, Нови Сад, 1928. године. Гости и група војних званичника, између осталих (у првом реду, други с десна) инжењер Е. Девоатин, (трећи) ген Р. Станојловић, (четврти) М. Доре, (пети) ген Д. Симовић. На захтев југословенских власти, прототип Д.27 и две водеће личности компаније САФ, власник и конструктор Емил Девоатин и главни пробни и познати акробатски пилот, „Краљ ваздуха“, Марсел Доре, стигли су у октобру 1928. у Нови Сад. На дан 23. октобра, француски пилот је извео серију акробатских летова у Новом Саду пред будним оком војне комисије и страних аташеа, а 28. истог месеца и на земунском аеродрому. Прототип Д.27 је остао у Краљевини и у новембру 1928. испитан је у Новом Саду, паралелно са чехословачким ловцем Авиа БХ.33Е. Авион је носио стандардне југословенске ознаке а на репу натпис Д.27 №1А (Миодраг Томић)

Demonstration of D.27 C1 fighter, Novi Sad, 1928. A group of military officials, including (in the first row, the second from right) engineer E. Dewoitine, (the third) Gen R. Stanojlović, (the fourth) M. Doret, (the fifth) Gen D. Simović. At the request of Yugoslav officials, D.27 prototype and two leading men of SAF Company, owner and designer Émile Dewoitine and chief test pilot and famous aerobatic pilot, "The King of Air", Marcel Doret, arrived in October 1928 at Novi Sad. On October 23rd, French pilot performed a series of aerobatic flights at Novi Sad under the watchful eye of military commission and foreign attaches and on 28th of the same month at Zemun airport. D.27 stayed in the Kingdom and tested during November 1928 at Novi Sad, in parallel with the Czechoslovakian Avia BH.33E fighter. This machine had Yugoslav markings and inscription D.27 №1A on vertical stabilizer (Miodrag Tomić)



Маж Томић и Марсел Доре (у белој пилотској одећи) испред прототипа Д.27 Ц1 (кол. Александар Милошевић)

Maj Tomić and Marcel Doret (in white flying suit) in front of D.27 C1 prototype (Aleksandar Mилошевић Coll)



Ловац Девоатин Д1.14 (чехословачки дериватив Девоатиновог ловца), опремљен мотором Шкода 500 КС, био је током октобра и новембра 1928. на проби и испитивању у Краљевини Југославији (Породица Добникар виа Предраг Миладиновић)

Dewoitine D1.14 (Czechoslovakian derivative of Dewoitine fighter), equipped with 500 HP Škoda engine, was tested during October and November 1928 in Kingdom of Yugoslavia (Dobnikar family via Predrag Miladinović)



Прва слава 6. ваздухопловног пука, 1928 (Миодраг Томић)

The first celebration of 6th Aviation Regiment, 1928 (Miodrag Tomić)



Ловци 6. ваздухопловног пука: (двокрилац у средини) Авиа БХ.33Е, (лево и десно од Авије) два Девоатин Д.9 Ц1 и (остали авиони) Девоатин Д.1 Ц1. У позадини се види један Бреге 19 (МВ)

Fighters of 6th Aviation Regiment: (biplane in the middle) Avia BH.33E, (left and right from Avia) two Dewoitine D.9 C1s and (other machines) Dewoitine D.1 C1. In the background can be seen a Breguet 19 (AM)



Посета авијатичара Шпанског ваздухопловства, Београд, 1928. године. У позадини је шпански Бреге 19 А2 опремљен мотором Лорен-Дитрих 450 КС. Испред другог седишта је уграђен ветробран (Сава Микић: *Историја ЈВ*)

Visiting of Spanish Air Force's aviators, Belgrade, 1928. In the background can be seen Spanish Breguet 19 A2 equipped with 450 HP Lorraine-Dietrich engine. Note windshield in front of the second seat (Sava Mikić: *Istorija JV*)



Змај Девоатин Д.27 Ц1 №1 црни 16, Трећа утакмица земаља Мале Антанте и Пољске, Румунија, 5-7. септембар 1929. године. Укупно 4 авиона овог типа је коришћено у Ваздухопловству војске, прототип (узорни примерак) и три авиона произведена у „Змају“ (кол. Александар Огњевић)

Zmaj-built Dewoitine D.27 C1 №1 Black 16, the Third Competition of Entente and Poland, Romania, September 5th to 7th, 1929. Total of four aircraft of this type used by Yugoslav Air Force, prototype (pattern aircraft) and three machines built by *Zmaj* Factory (Aleksandar Ognjević Coll)



Посета и демонстрација америчког авиона Стинсон, Београд, 29. август 1929 (Породица Добникар виа Предраг Миладиновић)

Visiting and demonstration of American Stinson machine, Belgrade, August 29th, 1929 (Dobnikar family via Predrag Miladinović)



Нови авион Авиа БХ-33Е (ВХ-33-СХС) №1010, један од прва три увезена ловца овог типа, Београд, 1929. године. Стандардни ловачки тип ВВ од 1931; 24 увезена (четири 1929, остали 1931) и 22 „Икарусова“ (1934-37); служба у ВВ 1929-41 (МВ виа часопис Лет)

Brand-new Avia BH-33E (BH-33-SHS) №1010, one of the first three imported fighters of this type, Belgrade, 1929. Standard VV fighter type since 1931; 24 imported (four in 1929, others in 1931) and 22 *Ikarus*-built (1934-37); in VV service 1929-41 (AM via *Let* magazine)

Фабрика „Змај“, Земун, 1929: линија незавршених авиона Анрио Х.320 МОДЕЛ 1929 (Анрио-Сиенс 110 КС) модификованих у „Змају“ на мотор Сиенс уместо оригиналног Салмсона. Анрио је био стандардни школски тип 1927-33; матична фирма испоручила (1927-31) 45 авиона Х.320 МОДЕЛ 1926 (Салмсон); „Змај“ произвео (1928) 25 МОДЕЛ 1928 (Салмсон) и (1929) 20 МОДЕЛ 1929 (Сиенс) (МВ)

Zmaj Aircraft Factory, Zemun, 1929: line of unfinished *Zmaj*-modified Hanriot H.320 MODEL 1929 (*Hanriot-Siemens 110 HP*) equipped with Siemens engine instead of original Salmon. Hanriot was standard primary trainer type 1927-33; mother company delivered (1927-31) 45 H.320 MODEL 1926 (Salmson engines); *Zmaj* produced (1928) 25 license-built MODEL 1928 (Salmson) and (1929) 20 modified MODEL 1929 (Siemens) (AM)



Бреге 19 Б2 произведен у ФАК (Бреге-Хиспано 500 КС) №1197 бели 41, 403. ескадрила, 1. ваздухопловни пук, Нови Сад, новембар 1937. године. Од 527 Бре 19 у ВВ, 93 су Бреге-Хиспано 500 КС; један од 2 главна бомбардерска типа 1929-31 (до увођења Бреге-Јупитера и Бреге 197); коришћен до Априлског рата (МВ)

FAK-built Breguet 19 B2 (*Breguet-Hispano 500 HP*) №1197 White 41, 403rd Escadrille, 1st Aviation Regiment, Novi Sad, November 1937. Of 527 Breguet "battle two-seaters" in VV service, 93 were *Breguet-Hispano 500 HP*; one of two main bomber types in VV 1929-31, replaced with *Breguet-Jupiter* and Bre 197 in bomber role; used until 1941 April War (AM)





Представници Чехословачког Аеро-клуба и официри 6. ваздухопловног пука, Београд, Соколски слет 28. и 29. јуна 1930. године. У првом реду (осми с десна) пулк М. Томић, (десети) инжењер Т. Сондермајер (ВМ)

Representatives of Czechoslovak Aero Club and officers of 6th Aviation Regiment, Belgrade, *Sokolski slet* (Falkon jamboree) June 28th and 29th, 1930. In the first row (eighth from the right) LtCol M. Tomić, (tenth) engineer T. Sondermajer (MM)



Поређани авиони југословенске екипе, пред почетак утакмице: пет Вреге 19-7 и један Потез 25 А2 (Породица Добникар виа Предраг Миладиновић)

Lined-up airplanes of Yugoslav team, prior to start of competition: five Breguet 19-7s and a single Potez 25 A2 (Dobnikar family via Predrag Mladenović)



Модификовани „Икарусов“ Потез 25 А2 №161 бели 5 чека такмичење, Београд, 28. август 1930. године. Авион је био опремљен компресорским мотором Јупитер и дуго-долетним резервоарима смештеним у трбушном делу повећаног предњег дела трупа (МВ)

Modified *Ikarus*-built Potez 25 A2 №161 White 5 waiting for competition, Belgrade, August 28th, 1930. The machine was equipped with turbo-charged Jupiter engine and long-range tanks in belly position of enlarged front fuselage (AM)



Четврта утакмица Мале Антанте и Пољске, Београд, 28. август 1930. године. Страни и југословенски званичници: стоје, с десна на лево (први) ппук М. Томић, (други) контра-адмирал Станковић, (трећи) чехословачки војни аташе у Београду, (четврти) ђен Недић, (у средини) чехословачки амбасадор Флиндер и две жене, и (последња двојица) француски и пољски војни аташеи у Београду (кол. Александар Милошевић)

The Fourth Competition of Petite Entente and Poland, Belgrade, August 28th, 1930. Foreign and Yugoslav officials: standing, from right to left (the first) LtCol M. Tomić, (the second) Rear Admiral Stanković, (the third) Czechoslovak Military Attaché in Belgrade, (the fourth) Gen Nedić, (mid) Czechoslovak ambassador Mr. Flinder with two women, and (the last two) French and Polish Military Attachés in Belgrade (Aleksandar Milošević Coll)



Брегере/ФАК Брегере 19-7 (Брегере-Хиспано 650 КС) №1238 бели 4 (челни авион) пред утакмицу, Београд, 28. август 1930. године. Први и једини серијски тип „II генерације“, последњи серијски тип фамилије Бре 19 пројектован код матичне фирме. Један од два главна типа бомбардера ВВ 1932-37 (најтежи до појаве Брегере-Циклона); 51 у служби 1930-41; сви исправни уведени средином 1940. у извиђачке групе новоформираног Армијског ваздухопловства (МВ)

FAK-built Breguet 19-7 (*Breguet-Hispano 650 HP*) №1238 White 4 (the first Bre 19-7) prior to competition, Belgrade, August 28th, 1930. The first and sole "II generation's" series type, the last series type of Breguet 19 family designed by mother company. One of two main VV bomber types 1932-37 (the largest bomber prior to appearance of *Breguet-Cyclone*); 51 in service within VV 1930-41; all operational aircrafts entered during the mid of 1940 in reconnaissance air groups of newly formed Army Aviation (AM)



Југословенске посаде у Варшави, 29. август 1930. године. У позадини Брегет 19-7 Б2 №1240 бели 2 (Ваздухопловни гласник бр. 9, 1930)

Aircrews of Yugoslav team in Warsaw, August 29th, 1930. In the background can be seen Breguet 19-7 №1242 White 2 (Aeronautical Messenger no 9, 1930)



Монтажна хала фабрике „Рогожарски” 1930. године. Виде се трупови авиона Ф.1В (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)

Montage hall of *Rogožarski* Factory in 1930. Fuselages of F.1V aircraft can be seen (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)



Тренажни ловац Змај Гурду-Лесер ЛГЛБ №1 бели 12 (први од 26 авиона произведених у „Змају”), Ловачка пилотска школа, аеродром „Београд,” Земун, 1930 (Чедомир Јанић виа Огњан Петровић)

Zmaj-built Gourdou-Lesurre LGLB fighter-trainer №1 White 12 (the first of 26 machines built by *Zmaj*), Fighter Pilot School, "Belgrade" aerodrome, Zemun, 1930 (Čedomir Janić via Ognjan Petrović)



Посета америчког ђен Даглас Мекартура Краљевини Југославији, 25-29. септембар 1931. године. Десет месеци раније, 21. новембра 1930, Мекартур је изабран за начелника Ђенералштаба Америчке војске. Снимак са југословенским официрима, испред пристанишне зграде аеродрома „Београд“, 28. септембра: у првом реду, седе (четврти с лева) ђен Мекартур, (пети) ппук М. Томић, (шести и седми) амерички официри (кол. Александар Милошевић)

Visiting of American Gen Douglas MacArthur to Kingdom of Yugoslavia, September 25th to 29th, 1931. Ten months ago, on November 21st, 1930, MacArthur was selected as the US Army chief of staff. Pictured with Yugoslav officers, in front of "Belgrade" aerodrome building, September 28th: in the first line, sitting (fourth from left) Gen MacArthur, (fifth) LtCol M. Tomić, (sixth and seventh) American officers (Aleksandar Milošević Coll)



Мекартур и Томић (увеличано)
MacArthur and Tomić (enlarged)



Потез 39 А2 у Београду, јул 1931 (Ваздухопловни гласник бр. 8, 1931)
Potez 39 A2 in Belgrade, July 1931 (Aeronautical Messenger no 8, 1931)



„Ескадрила асова“ ђен де Гојса у посети Опленцу (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)
Gen de Göys' "Escadrille Aces" visited Oplenac Mausoleum (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)



Ћен Итало Балбо, италијански министар ваздухопловства у посети Београду, 9. и 10. октобар 1931: (горе лево) Балбо у пилотском одећу испред свог авиона Фиат БР обојеног жутом бојом (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*); (горе десно) у разговору са југословенским и италијанским званичницима, први с десна ппук М. Томић (Ваздухопловни гласник бр. 11, 1931); (доле лево) италијански посланик у Београду Карло Гали и Балбо и (доле десно) стоје, с лева на десно, г-ђа Гали, Ћен М. Недић, саветник Вукотић и Балбо, иза и између Недића и Вукотића, стоји Томић (обе доле: кол. Александар Милошевић).

Gen Italo Balbo, Italian Air Force Minister visited Belgrade, October 9th and 10th, 1931: (top left) Balbo in flying suit in front of his yellow painted personal Fiat BR (Bombardiere Rosatelli) airplane (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*); (top right) in conversation with Yugoslav and Italian officials, the first from right, LtCol M. Tomić (Aeronautical Messenger no 11, 1931); (bellow left) Italian ambassador in Belgrade Carlo Galli and Balbo and (bellow right) standing, from left to right, Mrs. Galli, Gen M. Nedić, adviser Vukotić and Balbo, behind and between Nedić and Vukotić, standing Tomić (both bellow: Aleksandar Milošević Coll)



С лева на десно: Мај Кања, Ћен Балбо, г-ђа Гали, Ћен Тадескини и мај Либерати. У позадини се види тромоторни Капрони Ка-101, опремљен моторима Валтер Кастор I од 240 KS, транспортни авион (кол. Александар Милошевић).

From left to right: Maj Cania, Gen Balbo, Mrs. Galli, Gen Tadeschini and Maj Liberati. In the background can be seen 240 HP Walter Castor I powered Caproni Ca.101 tri-motor transporter (Aleksandar Milošević Coll)



Познати француски пилоти, Дидоне Кост (лево) и Морис Белонт (десно) са ппук Миодрагом Томићем, Београд, непознати датум (крајем двадесетих или почетком тридесетих година?) (кол. Милан Мицевски)

Famous French aviators Dieudonné Costes (left) and Maurice Bellonte (right) with LtCol Miodrag Tomić, Belgrade, unknown date (late twenties or early thirties?) (Milan Micevski Coll)



Авион кап Коста, дугодолетни Бреге 19 ГР №1685 назван „Нинженсер-Коли“ (*Nungesser-Coli*), снимљен на аеродрому „Југовићево“, Нови Сад. Француски авијатичари Дидоне Кост и Жозеф ле Бри летели су око света, од 10. октобра 1927. до 14. априла 1928, прелетевши 57.000 km, авионом „Нинженсер-Коли“ (с тим што су од Сан Франциска до Токија превезени бродом) (кол. Милан Мицевски)

Cap Costes' aircraft, long-range Breguet 19 GR (*Grand Raid*) №1685 *Nungesser-Coli*, pictured at "Jugovićevo" aerodrome, Novi Sad. French aviators Dieudonné Costes and Joseph le Brix flew around the world, from October 10th, 1927 until April 14th, 1928, covering 57,000 km on board of *Nungesser-Coli* (though the journey between San Francisco and Tokyo was taken by ship) (Milan Micevski Coll)



Двомоторац Брегет 410 М4 са моторима Хиспано-Суиза 12Nb којег је демонстрирао кап Кост у Београду, јануар 1934 (кол. Александар Милошевић)

Hispano-Suiza 12Nb equipped Breguet 410 M4 (*Multiplace de Combat*) bimotor demonstrated by Cap Costes in Belgrade, January 1934 (Aleksandar Milošević Coll)



Кап Кост испред свог Брегет 410 М4 (кол. Александар Милошевић)

Cap Costes in front of his Breguet 410 M4 ((Aleksandar Milošević Coll)



Прототип Змај ФП-2 (Физир-Станков) №1 предат је Команди ВВ у јануару 1934. године. Успешан прелазни авион, главни творац је инжењер Душан Станков (75 % радова у изради пројекта и разрада у фабрици). „Змај” је направио 65 серијских ФП-2 (1936-40), осам за Хрвате (током Другог светског рата) и седам за послератно Ваздухопловство (1945) (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)

Zmaj-built FP-2 (*Fizir-Stankov*) prototype №1 delivered to Air Force Command in January 1934. Very successful advanced trainer, leading designer was engineer Dušan Stankov (75 % of designing and development works); *Zmaj* delivered 65 series FP-2s for VV (1936-1940), eight for Croatia (during WW2) and seven for post-war Yugoslav Army Aviation (1945) (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)



Леп снимак авиона Икарус Потез 25 А2 у лету. Авион у првом плану је №215 бели 72. Фабрика „Икарус“ је произвела од 1928. до 1932 укупно 220 авиона Potez 25 А2 (МВ)

Fine shot of *Ikarus*-built Potez 25 A2 airplanes in flight. Machine in foreground is №215 White 72. *Ikarus* factory built from 1928 to 1932 total of 220 Potez 25 A2 biplanes (AM)



Највећи немачки авион Јункерс Г.38це „Генерал фелдмаршал фон Хинденбург“ стигао је у Београд 26. априла 1934. године. После приказа у Београду, одвезао је крајем месеца у Немачку 12 новинара на путовање дуго 2500 km (кол. Александар Милошевић).

The largest German aircraft Junkers G.38ce "General Feldmarschall von Hindenburg" arrived to Belgrade on April 26th, 1934. After demonstration, the plane left Belgrade at the end of April with 12 journalists on board and fulfilled 2500 km journey over Germany (Aleksandar Milošević Coll)



Утакмица за Краљев пехар, 6. септембар 1934. године. Последње припреме авиона Брегере 19-7 №1258 бели 11 на аеродрому Краљево (Годишњак ЈВ 1933-34)

King's Cup Race, September 6th, 1934. The last preparations of Breguet 19-7 №1258 White 11 at Kraljevo aerodrome (Yugoslav Aviation Yearbook 1933-34)



Георги Валентин, принц Бибеску, председник ФАИ (1930-1941) и Пјер Кот бивши француски министар ваздухопловства стигли су у Београд путничким авионом компаније „Ер Франс“, 19. септембар 1934 (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)

George Valentin, Prince Bibescu, President of FAI (1930-1941) and Pierre Cot former French Aviation Minister arrived in Belgrade in Air France passenger aircraft, September 19th, 1934 (Radmio P. Givkovitch: *L'Aéronautique Yougoslave*)



Француска авијатичарка, госпођица Мариза Хилц, посетила је Београд 19. новембра 1934. године. У позадини се види њен авион Бреге 274 Р2Б2 №1 са мотором Гном-Рон 14Кдрс од 825 КС, демилитаризован и цивилно регистрован са F-ANHM. Испред авиона, стоје, лева на десно, у првом реду (први) пробни пилот ппор Ј. Добникар, (други) инжењер К. Сивчев, (трећи) пробни пилот кап I класе Л. Бајдак, (пета) М. Хилц, (седми) француски вазд. аташе у Београду, кап Жак де Тарле, (девети) инжењер Т. Сондермајер; у другом реду (први) инжењер С. Зрнић, (пети) пробни пилот В. Стрижевски. Судећи по броју фотографисаних пробних пилота и инжењера, Бреге 274 је изазвао приличну пажњу Ваздухопловства војске (Породица Добникар виа Предраг Миладиновић)

French aviatrix, *mademoiselle* Maryze Hilsz, visited Belgrade on November 19th, 1934. In the background can be seen her Breguet 274 R2B2 №1 with 825 HP Gnome-Rhône 14Kdrs radial, demilitarized and civil registered with F-ANHM. In front of aircraft, standing from left to right, in the first row (the first) test pilot 2nd Lt J. Dobnikar, (the second) engineer K. Sivčev, (the third) test pilot Cap I class L. Bajdak, (fifth) M. Hilsz, (seventh) French Air Attaché in Belgrade, Cap Jacques de Tarlé, (ninth) engineer T. Sondermajer; in the second row (the first) engineer S. Zrnić, (the fifth) test pilot V. Striževski. According to number of photographed test pilots and engineers, Breguet 274 has caused considerable attention of Yugoslav Air Force (Dobnikar family via Predrag Miladinović)



Рогожарски ПВТ №1, ВОГ, Београд 1935. године. Веома успешан школски ловац, пројект инжењера Техничког одсека Команде ВВ; „Рогожарски“ произвео прототип (1934) и серију од 60 ПВТ (1936-39) (ВМ)

Rogožarski PVT №1, Aviation Test Group, Belgrade, 1935. Exceptionally successful fighter-trainer designed by Technical Section's engineers of Air Force Command; *Rogožarski* factory built prototype (1935) and 60 series PVTs (1936-39) (AM)



Рогожарски ИК-3 Бр. 2158, 6. ловачки пук, аеродром „Београд“, 1940. године. Пројекат тројице српских инжењера (Љ. Илића, К. Сивчева и С. Зрнића), једини домаћи ловац нискокрилац; највећи успех ваздухопловне индустрије Краљевине Југославије. „Рогожарски“ је произвео прототип (1938) и 12 ИК-3 I серије (1940). Пилоти ловаца ИК-3 из 6. ЛП пружили су жесток отпор априла 1941. у одбрани Београда (кол. Петар Боснић виа Огњан Петровић)

Rogožarski IK-3 Br. 2158, 6th Fighter Regiment, "Belgrade" aerodrome, 1940. Designed by three Serbian engineers (Lj. Ilić, K. Sivčev and S. Zrnić), sole domestic low-wing fighter; the greatest success of pre-war Yugoslav aviation industry. Rogožarski manufactured prototype (1938) and 12 series IK-3s (1940). IK-3 fighters' pilots of 6th FR provided fierce resistance during the Defence of Belgrade in 1941 April War (Petar Bosnić Coll via Ognjan Petrović)



Три нова помоћна авиона ВВ у 1940 (одозго на доле): Месершмит Ме-108 (Bf-109B-1 Taifun) Бр.782/Š-10 бели 1, 3. пилотска школа, аеродром Ниш (Станислав Џодзовић виа Предраг Миладиновић); Физелер Рода (Fi-156C-1 Storch) Бр. 802 бели 20, 701. ескадрила за везу, околина Врања, пролеће 1940, показна вежба (Milan Micevski Coll); Бикер Јунгман (Bü-131D-2 Jungmann) Бр. 431 бели 31, 1. пилотска школа, аеродром Панчево (МВ)

Three new auxiliary aircraft types of VV in 1940 (top to below): *Messerschmitt Me-108* (Bf-109B-1 Taifun) Br.782/Š-10 White 1, 3rd Pilot School, Niš airfield (Stanislav Džodžović via Predrag Miladinović); *Fieseler Roda* (Fi-156C-1 Storch) Br. 802 White 20, 701st Liaison Escadrille, Vranje vicinity, demonstrative exercise (Milan Micevski Coll); *Bücker Jungmann* (Bü-131D-2 Jungmann) Br. 431 White 31, 1st Pilot School, Pančevo airfield (AM)



Ловци Хокер Харикен I, аеродром „Београд“, 1940. године. У средини фотографије је Бр. 2310 бели X. Стандардни нискокрилни ловац Ваздухопловства војске 1938-41; увезено 24 (2 1937, 10 1938, 12 1940), „Змај“ произвео 24 (испоруке 1941); у Априлском рату опремали су 4. Ловачки пук (105, 106. и 108. ескадрилу) и 2. Ловачки пук (163. и 164. ескадрилу). Авион Бр. 2301 адаптиран на мотор ДБ 601 (означен са ЛВТ) као узор за могућу производњу у случају остваривања немачких испорука мотора (Библиотека града Београда)

Hawker Hurricane Mk.I fighters, "Belgrade" aerodrome, 1940. In the middle of photo can be seen Br. 2310 White X. Standard modern fighter type of Air Force (1938-41); Hawker-built Mk.Is imported from UK (two 1937, 10 1938 and 12 1940); 24 *Zmaj*-built (delivered in 1941); Hurricanes equipped 4th Fighter Regiment (105th, 106th and 108th Escadrille) and 2nd Fighter Regiment (163rd and 164th Escadrille) during April War. The first imported Hurricane (Br. 2301) modified to German DB 601Aa engine (designated as *LVT*) as sample for possible domestic production if German engine deliveries would be realized (Belgrade City Library)



Пуковска слава 6. ловачког пука, Београд, 2. август 1940. године. У првом плану (леви) пук М. Томић, изасланик Њ. В. Краља и бригадни ген Б. Мирковић, заступник команданта Ваздухопловства војске (Годишњак ЈВ 1941)

Regiment celebration of 6th Fighter Regiment, Belgrade, August 2nd, 1940. In the foreground (left) Col M. Tomić, emissary of H.M. King Petar II and Brigade Gen B. Mirković, representative of Air Force Commander (Yugoslav Aviation Yearbook 1941)



Ваздухопловни бригадни ген Боривоје Ј. Мирковић, командант Ваздухопловства војске 1940-1941 (виа Милош Милосављевић)

Air Force Brigade Gen Borivoje J. Mirković, Commander of Royal Yugoslav Air Force (VV) 1940-1941 (via Miloš Milosavljević)



Драгиша Цветковић, председник југословенске Краљевске владе (са шеширом) у разговору са ген М. Јанковићем. Мало иза и између њих, стоји пук М. Томић. У позадини се види владина Локид Електра YU-SDA ф. бр. 1139 (осми авион тога типа у Краљевини) са службеном заставом у прозору пилотске кабине. Фотографија је снимљена (највероватније) на аеродрому Ниш, 1940 (Историјски архив Ниш)

Dragiša Cvetković, Prime Minister of Royal Yugoslav Government (with hat) is talking with Gen M. Janković, Commander of Air Force. Slightly behind and between them, standing Col M. Tomić. In the background can be seen governmental Lockheed Electra YU-SDA c/n 1139 (the eighth aircraft of that type in the Kingdom) with official flag in the window of pilot's cabin. The photo was (most probably) taken at Niš aerodrome, 1940 (Historical Archive Niš)



Њ. В. Краљ Петар II Карађорђевић (кол. Александар Огњевић)
H.M. King Petar II Karadorđević (Aleksandar Ognjević coll.)



Њ. К. В. принц-регент Павле Карађорђевић (Годишњак ЈВ 1935)
H.R.H. Prince Regent Pavle Karadorđević (Yugoslav Aviation Yearbook 1935)