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Aleksandar M. Ognjević

HAWKER

The Yugoslav Story

Operational Record 1931-1941





In the mid-thirties of the last century, in military terms, the Kingdom of Yugoslavia began to move away from France, its ally from the Great War. Although both French military and political circles continued to put pressure for Yugoslavia to acquire their weapons and equipment, the Balkan Kingdom had already turned to other suppliers, primarily Great Britain and Germany. Representatives of the United Kingdom's aviation industry actually began to visit Yugoslavia already at the end of the 1920s. The Yugoslavian Aviation Command showed great interest in the Hawker Fury Mk.I, which at this time had an outstanding performance. However, everything ended with the acquisition of only three of that Mk. Only a few years later, the interest of the Yugoslavs for a more modern version of the Fury, the Mk.II, was renewed. In addition to the imported machines, a license for domestic production was also purchased. By producing Fury at the Ilavus and Zmaj airplane factories, the domestic aviation industry thus gained valuable experience for further development.

Almost parallel to the purchase of the Mk.II Fury, negotiations began for the purchase of a two-seater bomber, also from Hawker's production line; it was the Hind. However, after purchasing only three airplanes, the Aviation Command lost interest in this type, primarily due to the emergence of more modern and faster airplanes with the same purpose.

A logical sequence of events was the interest in one of the most successful models ever to emerge from the Hawker design team, the Hurricane. The military and political leadership of Yugoslavia was among the first to show interest in this new airplane. An expert delegation that soon visited Hawker's factory and tested the Hurricane, returned with the best impressions. Soon, a procurement agreement was concluded as well as a purchase of a production license for domestic factories.

Pilots of the Royal Yugoslav Army Air Force in their Hawkers bravely and without hesitation confronted the far superior enemy in April 1941. This gallant effort was not enough to change the course of the unfortunate events. Nevertheless, even after the disappearance of Royal Yugoslav Hawkers, just a few years later, Hurricane engines once again roared across the Yugoslav sky, but now flown by RAF pilots.

However, that is another story... yet to be written...

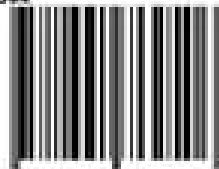


Yugoslav Fury Mk.II (2229) "white 67", 36.VG/5.LP VVKI of nar Nobodan Vargić, involved in a force landing accident on the Pešter highlands in western Serbia during the summer of 1940



Hind III, powered by a Gnome et Rhône 9K Mistral engine. Complete airplane modifications were finished at the Zmaj factory. This unique airplane was destroyed during the April war in 1941

1588



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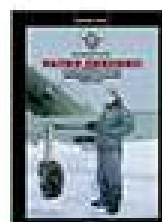
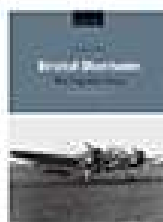
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Aleksandar M. Ognjević

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Hurricane, Fury & Hind

The Yugoslav Story

Operational Record 1931–1941

In memory of a dear friend

Jan Van den Heuvel

Belgrade, 2019

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Foreword

It is my privilege and pleasure to write these few words in praise of Aleks' excellent latest book *Hawker Hurricane, Fury and Hind: The Yugoslav Story*, which follows his equally admired *Bristol Blenheim: The Yugoslav Story*, both meticulously researched and beautifully illustrated with many previously unpublished photographs. Aleks was also an invaluable co-author for my book *Blenheims over Greece and Crete 1940-1941*, contributing Chapter VII and photographs.

Not much has been written about the desperate fight Yugoslavia put up against the invading German forces in April 1941, and even less is known about the struggle in the air by a handful of valiant Yugoslav fighter pilots against the overwhelming might of the all-powerful, all-conquering Luftwaffe. Faced by the experienced German pilots flying Bf109s and Bf110s, the Yugoslavs in obsolete Hawker Fury biplanes and outdated and out-performed Hawker Hurricanes, covered themselves in glory; but at the price in human sacrifice. Within, Aleks pays tribute to one and all.

Brian Cull

Sufflok, August 2019

Review

I was very honored when my good Serbian friend Alexandar Ognjevic sent me a review copy of his latest production about Hawker aircraft in Yugoslavia. (*Hawker - The Yugoslav Story*)

I admit, hands down, I am biased since the book contains an unbeatable combination of interests to me, British aircraft, exotic use and we are all brought back to the 1930s and 40s again. Admittedly the 20th Century was the most troublesome era in Europe's violent history and in spite of my fascination of it, I truly wish Europe will never see anything like it ever again.

As usual Alex has left no stones unturned when roaming through available files still remaining in archives today or called upon good friends in the former Republic to establish new facts. I admit I was fascinated from the start, but then again I am deeply fascinated in all aviation history originating from the Balkan area.

In the book we can closely follow the three aircraft types and with the beginning of the April war also follow those remaining in use in a day-by-day history, unit-by-unit. Alex has also tried to establish who were the individuals/units these Yugoslavian fighter pilots met in combat. Even their enemies get faces. We also learn a bit about the politics behind the aircraft procurement and the turbulence surrounding decisions made.

We also get closer to individuals either making these decisions and those who tried to undermine them. We also get to know many of those who flew the various types. What I use to call the enemy within was ever present in Yugoslavia, both before, during and after WW 2. That in itself – here set in an aviation historical context – should be a clear warning to all politicians, DON'T do such mistakes again.

Unfortunately too little detailed information of each individual aircraft has survived to make any valid historical listings possible (I like lists) but it is a very good read anyway. Every serial number known together with their fates are there.

For the modeler the skilful drawings by Dragan Šaler can be viewed at the end. Even I, not very interesting in the actual paintings of aircraft, can enjoy his expertise!

In short, try it, you will not be disappointed. Together with plenty of photographs and charts we get a wonderful combination of facts and pictures. If you are a Hawker aficionado – just buy it!!

If you are not, buy it anyway since you will certainly learn something from it.

Stig Jarlevik

Goeteborg, September 2019

Chapter 2

Hawker Fury

A senior designer of H.G. Hawker Engineering Co. Ltd. engineer Sidney Camm designed a fighter as his private endeavor, which he called Hornet. The design was based on the RAF's tactical-technical requirements, Spec. F.20/27. The aircraft caused sensation at the air-show held in London in **1929**. In September that year, the RAF started testing of a Hornet prototype which was now renamed Fury (J9682). The Rolls-Royce F.XI engine was also renamed Kestrel, and in **August 1930**, the Air Ministry ordered production of 21 Furies in accordance with the new TTR F.13/30. The maiden aircraft K1926 made its first flight on **25 March 1931**, and already by the end of

May 16 Hawker Fury Mk.I were incorporated in the RAF's 43 Squadron.

When testing ended, Hawker Fury J9682 prototype was returned to the factory and used for demonstrational flights in Britain and abroad. Yugoslavia was among the first countries in which a demonstration was made. Before RAF ordered production of its first series, Hawker's chief test-pilot Bulman visited Belgrade in the second half of **1930**, as a part of his visit to foreign countries. On that occasion, Bulman showed J9682, which appeared to impress the Army Air Force. Consequently the Kingdom of Yugoslavia Government ordered three aircraft in early



Fury Mk.I seen at Brooklands in 1931. It's almost certainly HF1, which will become №1 in VVKJ inventory. At first, Yugoslavia ordered six Furies Mk.I but for unknown reasons only three were delivered according to the British embassy documents in Belgrade. According to the statements by the Royal Yugoslav fighter pilots, fast and agile Fury was the most welcome addition at the time when they were flying obsolete fighter planes. (Dalibor Jovanović)



The third Hawker Fury Mk I for Royal Yugoslav Army Air Force equipped with a French built Hispano-Suiza (HS 12Nb) engine arrived in the Kingdom of Yugoslavia during November 1931. Although the Hispano engine had more power in comparison with the original Rolls Royce, the lack of a compressor in the French engine resulted in a disappointing performance. Here seen at Brooklands just before delivery (October/November 1931). (Djordje Nikolić)



Hispano - Suiza (HS 12Nb) powered Hawker Fury Mk.I, now officially as the VVKJ №3, photographed in Slovenia at the Ljubljana airport and in front of the "Major Joža Župančič" hangar. The reason for installing the Hispano engine was the great pressure by the French on the Yugoslav Government to buy at least their engines for the new fighter planes. Later this aircraft was sent back to Hawker for a reinstallation of its original Rolls-Royce engine. (Marko Malec)

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НА АЕРОПЛАНУ



HAWKER „FURY“

sa **ROLLS-ROYCE „KESTREL IIS“** motorom

Политика од 26 јула 1932 год.: „За време целог летења аероплан и мотор радили су савршено, тако да нисам ни осетио опасност од планина и глечера... кап. Шинтић.

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The Yugoslav press made Capt Zlatko Šintiћ into a new national hero., with numerous newspaper articles/advertisements, in the biggest and most important Kingdom of Yugoslavia daily paper "Politika" dated 26 July 1932. After the interview with "Politika" journalists, Captain Šintiћ stated: "During the entire flight the airplane and the engine functioned perfectly, so I never felt any real danger from the mountains and glaciers around me..." (Author)



Captain Borivoje V. Marković "Farma" (1907-1950). Commanding Officer of 104.Escadrille/6.FR during the April war. He managed to walk away unharmed after the heavy accident with his personal Fury Mk.II. (Author)

elite 6.LP, which established two Groups (125 and 127. VG⁷) in the spring of 1937, and a third group (126.VG) later on. By the spring of 1939, Furies were standard fighters in 6.LP, and then their transfer to 4.VP⁸ in Zagreb initiated. On 1 May that year, the said 4.VP became Fighter Regiment (LP). Later on, when that unit started obtaining Hurricanes, Furies were gradually transferred to the new 5.VP (founded on 1 April 1939) in Niš which became LP in the fall of 1940.

The number of 50 Fury II's incorporated in VVKJ was gradually decreasing. In January 1938 there were 45 of those, on 1 April 1940 47 and in early July 46. Due to intensive flying, losses and damages increased, and by the time Germans attacked, 17 Furies were put out of use. Before the war, there was only one Fury waiting for repair at Ikarus factory. On 6 April 1941, VVKJ had 29 operational Fury II's; 25 in 5.LP and four in 3.PŠ (used as unarmed fighter trainers). According to the records, four

7 Aviation Group

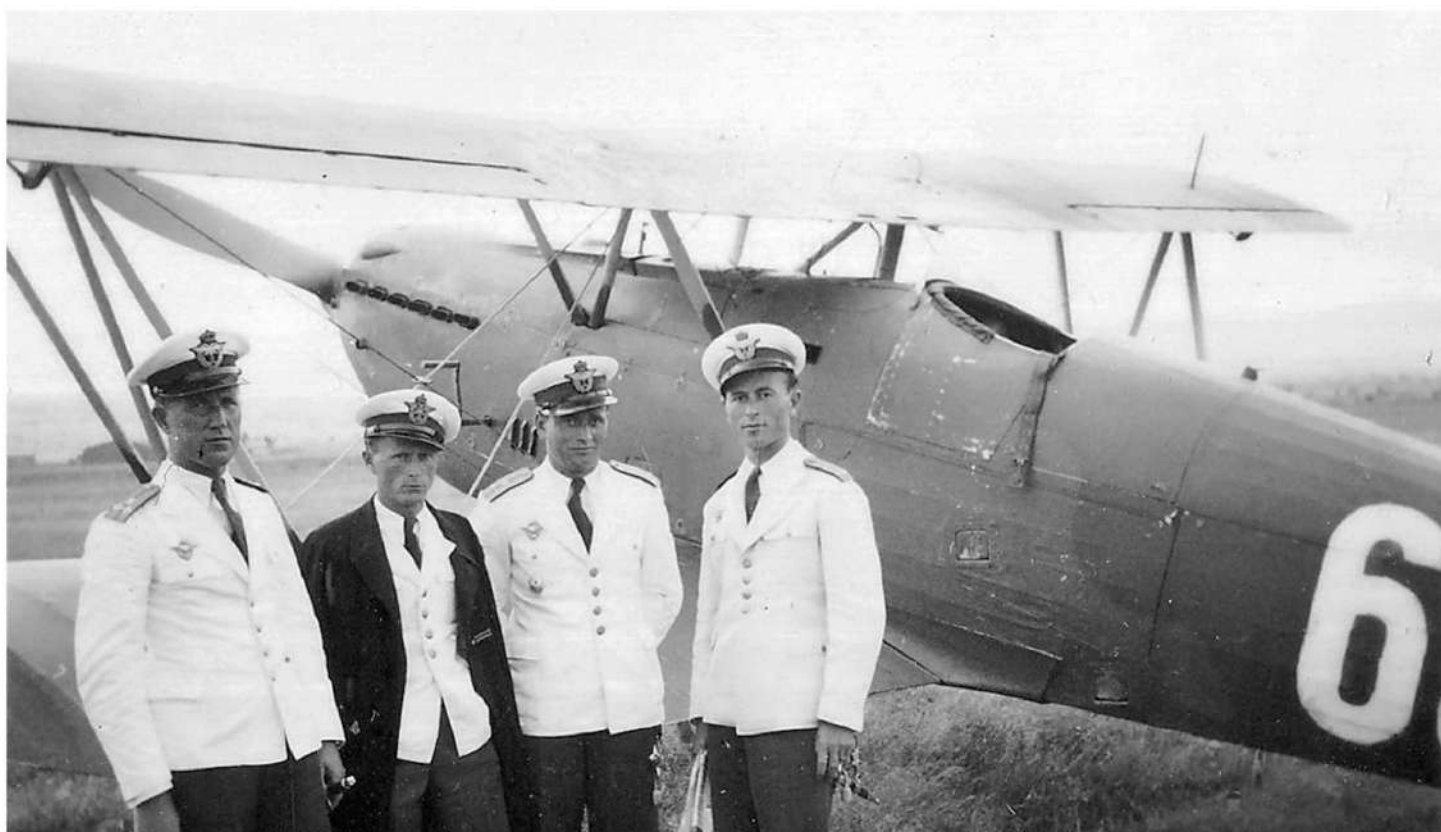
8 Aviation Regiment



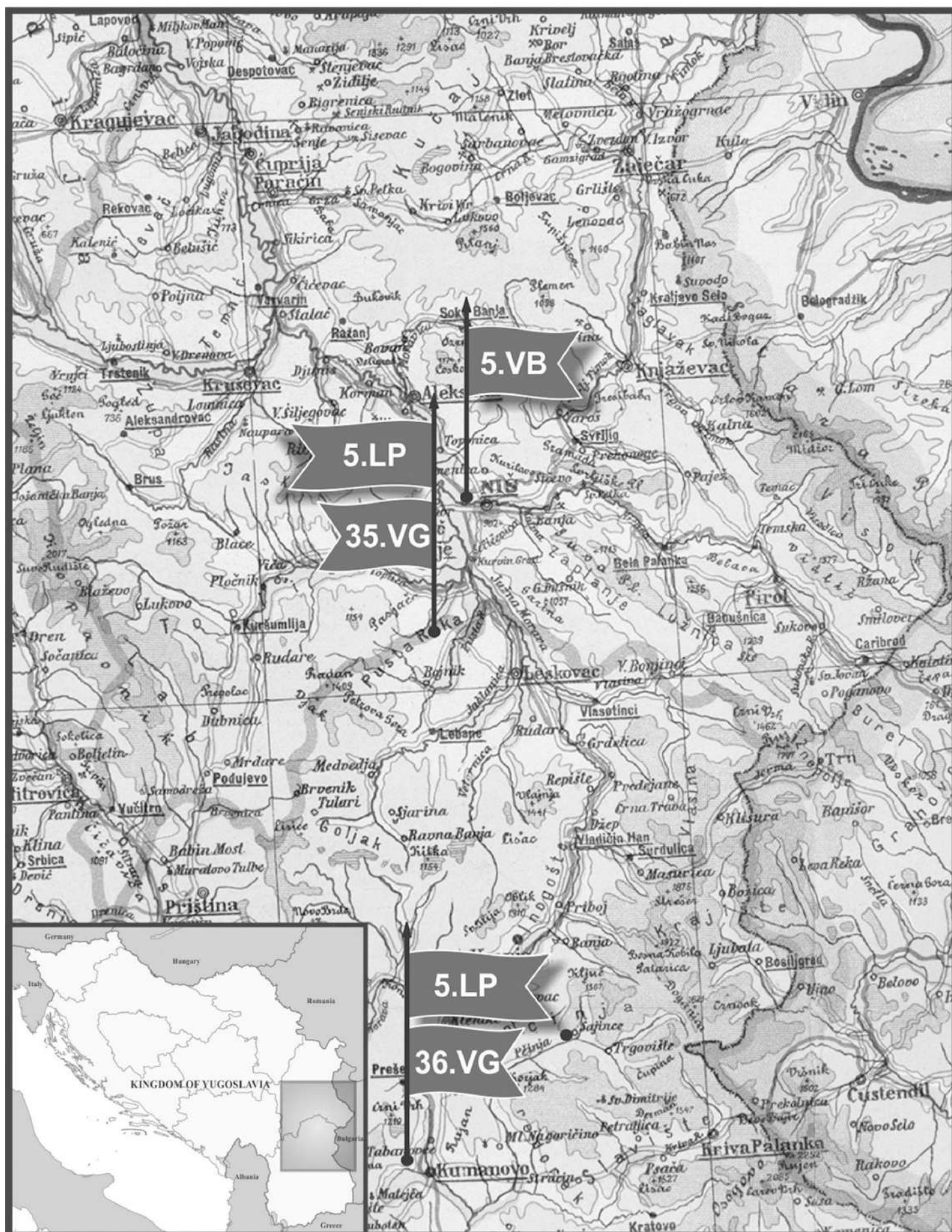
Yugoslav Hawker Fury Mk.II, №7 "black 33", 6.Fighter Regiment VVKJ. Accident took place on 21 September 1938 at 10:00 o'clock at Papuk Mountain in Croatia, after the engine cut during aerobatics. For the next twelve years Captain Marković avoided to fly at that date, no matter what. He broke this rule for the first time on 21 September 1950, and lost his life as a pilot flying a JAT civil Douglas DC-3 (YU-ABC) in close vicinity of the 1938 crash site!! (Author)



Nar Vasilije I. Vračević's landing accident with Fury Mk.II 2237 at the snow covered airstrip of Zagreb aerodrome, during the winter of 1939. Soft snow caused the aircraft to overturn. Absence of white code number on the fuselage is strange and deviates from VVKJ practice. Pilot Vračević remained unharmed, but would be less lucky on 27 Nov 1947, as a crew member of a military Lisunov Li-2, which crashed at Rumija Mountain killing all aboard. (Dragan Petrović)



The 4. Fighter Regiment Fury Mk.II "white 63", with four so far unknown VVKJ pilots at Borongaj airport in Zagreb, most probably during the spring/summer of 1939. Soon, their Furies were replaced by the new Hurricanes Mk.I. Their Furies were transferred to 5.LP at Medoševac airfield near the city of Niš. At the first day of war on 6 April 1941, 5.Fighter Regiment suffered heavy losses in the first aerial combat with the Luftwaffe. (Aleksandar Smiljanić)



5.LP with its 35 and 36.VG - Order of battle on 6 April 1941

35.VG Kosančić - 43.0516° N, 21.4702° E / 36.VG Režanovačka Kosa (Režanovce) - 42.1574° N, 21.6765° E

5.VB at Niš - 43.3209° N, 21.8958° E

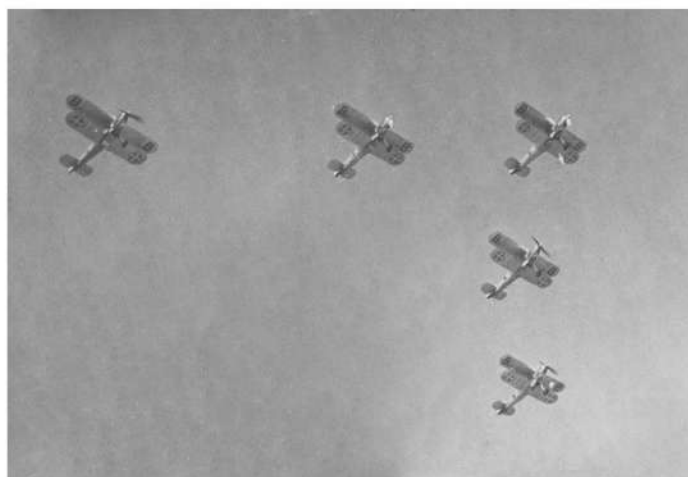


Junkers Ju 88A (L1+AB) from Stab I./LG 1 at the airfield Krumovo-Plovdiv in Bulgaria. They extensively flew combat missions over Yugoslavia and Greece during April 1941. On one occasion, six Furies from 35.VG managed to intercept a group of about 20 I./LG 1 Ju 88s without fighter escort in the vicinity of Kurvingrad in southern Serbia, some 11 kilometers south of Niš. Four pilots faced armament failure and Germans escaped unharmed. (Jean Louis Roba)

with Veličković. Not before Bajdak telephoned Veličković and told him to return without major Džal, did he agree to come, so they flew in the Taifun around 14.00 hours to Kosačić. The weather suddenly worsened during the day with rain alternating with sleet but both airfields, Bojnik with 109.E on it and Kosačić with 110.E, were to a certain extent operational. Occupation of Pirot and rapid advance of German armoured-mechanized units towards Niš and Leskovac put what was left of 5.LP to a rather unfavourable situation. The Germans mostly operating in the direction of Niš. A Group of 40 Ju 88s from I./LG1 bombed Niš and Komren village where the HQ of 5. vazduhoplovna baza (5.VB)¹⁷ was stationed. One soldier was killed and three were wounded. Civil victims in Niš were far more numerous. 206 men were buried during next day. The action lasted from 05.37 to 08.05 hours. The same German unit bombed Uroševac with 20 Ju 88s. There were civilians among the victims as well. A train with military transport

was bombed in the same attack. The raid lasted from 09.20 to 11.49 hours. Somewhat earlier on the same day, around 06.00 hours, Stukas from St.G.2 bombed Pirot and Bela Palanka. There are no available records that operational flights of 35.VG took place on that day.

Early in the morning on 9 April, a report came through from the chief of the railway station in Leskovac



A pre-war photo of five VVKJ Hawker Furies Mk.II in peacetime formation. During the war Yugoslavian Fury pilots usually flew in pairs or even alone in their combats against the mighty Luftwaffe. (Željko V. Marković)

¹⁷ 5.VB – 5.Aviation Base

and 34 confirmed victories over the RAF. Slightly wounded Ihlefeld was to be transferred to Prokuplje. On his way there, he made two attempts to escape his guards but was caught both times. He was found on **13 April** near Blace by the German 5. Panzer Division. Already the next day he was back in his unit.

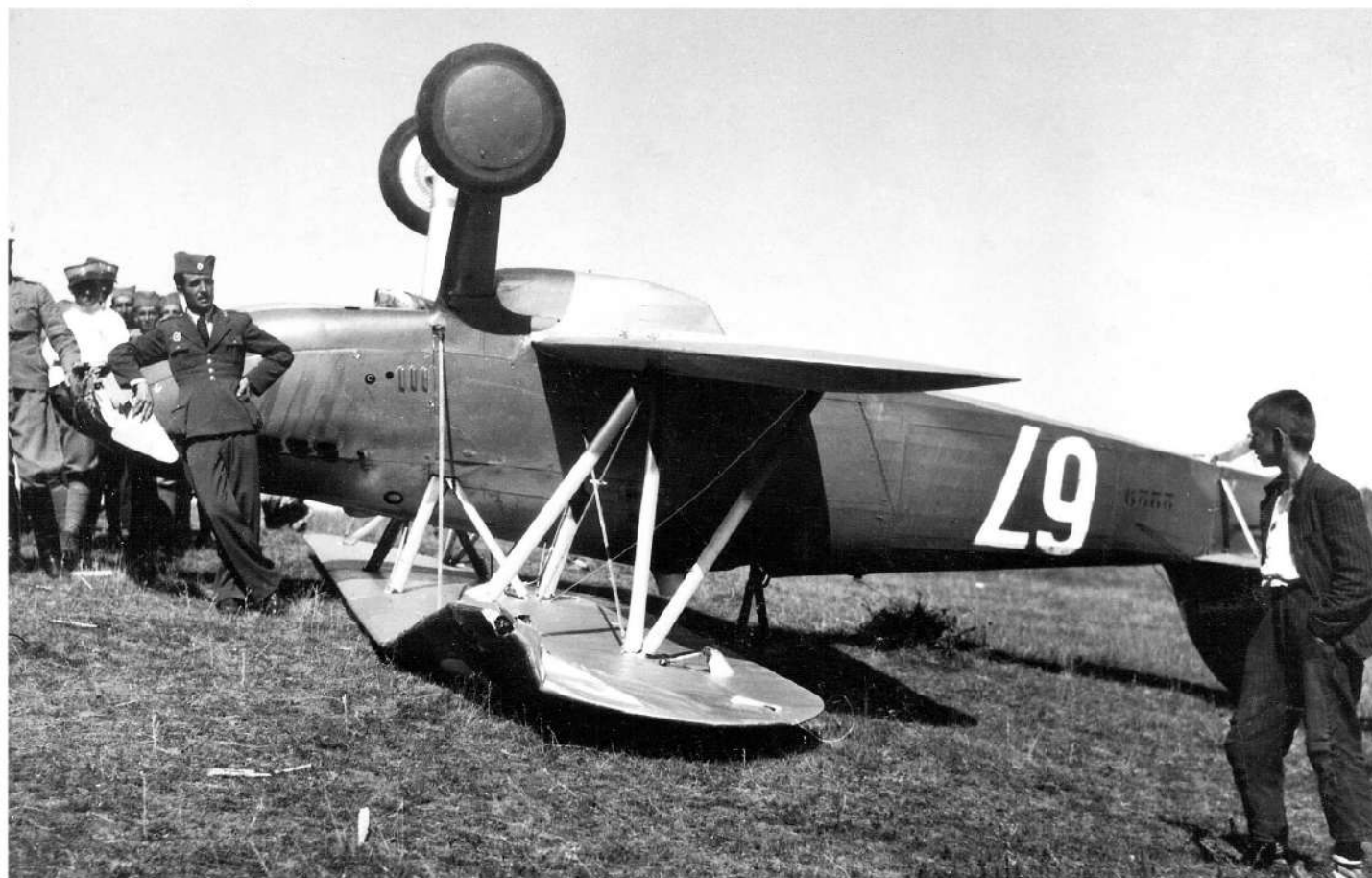
36. vazduhoplovna grupa (36.VG)

In early April, due to a battery leak and subsequent damage that acid caused to its fuselage, the Hawker Fury of *nar* Bogdan Rašić was sent for repair to 5. AR²⁵ in Niš, Medoševac airfield. The aircraft did not arrive before the war broke out. On **5 April 1941**, the day before war was declared, 36.VG had 15 Hawker Furies including the Fury of Major Džal which arrived that day from 35.VG in Kosačić. Major Džal came as temporary replacement for the absent C/O of 36.VG major Brezovšek, who flew with

his Fury to Medoševac using the excuse that he had to go and see his sick wife.

On **6 April**, at around 04.40 hours, a telephone call woke up the pilots sleeping in a pit house. The order came that a pair of fighters on duty from 111.E was to take off with *por* Živomir Stepanović “Žika” and reserve pilot *ppor* Oleg Kurganski, as six enemy aircraft were reported to have flown across the border from the direction of Bulgaria. At 04.45 hours the patrol took off towards Kratovo, a small town in Macedonia. Stepanović remembers the first flight:

“I took off with Kurganski and not long after we were already above Kratovo. The sun only started to rise. Never before had I seen such a beautiful morning and so wonderful sunrise. Anyway, the weather was favorable for Germans. Far towards south east I noticed suddenly a lone aircraft that flew here and there. I used radio to contact the airfield but there was no reply! Then we started chasing the plane. However, it managed to disappear. We were too slow



Flip over of Fury Mk.II (2229) “white 67”, 36.VG/5.LP at Pešter Highlands near the town of Sjenica in western Serbia. It happened most probably during 1940, with *nar* Slobodan M. Vorgić at the controls. He is the one resting very laidback against the remains of the propeller. The Fury was very little damaged and with no harm done to Vorgić. However we can also imagine a not quite similar laidback attitude from him when facing the wrath of his C/O! (Milan Micevski)



Ppor Milorad D. Tanasić, the unsung hero of Režanovačka Kosa battle. After heavily damaging a Bf 109E (W.Nr.5594), he deliberately rammed another 3.(J)/LG 2, Bf 109E (W.Nr.2038) of Ofhr Heinz Eckhardt. (AMB)

In a sharp combat turn he avoided the attack of the first one, but seconds later, another one attacked. Tracer bullets barely missed the open cockpit of Rašić's plane. Another combat turn and evasion took place. For a moment, a Messerschmitt was in Rašić's gunsight. He shot a short burst and realized he had no tracer bullets in his ammunition kit, even though they had to be there! Only then the Germans departed and flew away towards the south-east, probably as they were running out of fuel.

The uneven aerial combat, with a more numerous and better equipped enemy, ended with the first victims. The following VVKJ pilots lost their lives: ppor Milutin Perović, nar Ratomir Milojević, nar Veroljub Stojadinović, nar Jefta Arsić and k1k Konstantin Jermakov. Before he died, captain Jermakov most probably managed to shoot down one of four Messerschmitts Bf 110 (W.Nr.4235) engaged in the attack, which crashed in the vicinity of the airfield. II./ZG26 "Horst Wessel" lost its crew, pilot Uffz Adolf Sondermann and gunner Gefr Erich Harwarth. The



Nar Bogdan S. Rašić in front of a 3.PŠ Rogožarski PVT, and a member of the 36.VG/5.LP VVKJ. Against all odds, he took off during the aerial attack on Režanovačka Kosa airfield and lived to tell the story. (Author)

aircraft crashed near Režanovci village by the very airfield. When over the airfield, captain Popović tried to avoid the Messerschmitt's attack by making evasive maneuvers at low speed. However he was attacked and shot down after all. He bailed out and his parachute opened successfully, however the German fighter opened fire at him! Dead, Popović fell at around two kilometres north from the airfield. Above the very airfield, with a lot of eyewitnesses from the ground, ppor Tanasić managed to hit with his machinegun fire one of the attackers, who distanced itself, flying irregularly as it was most probably damaged. He could not do the same with the other one. Tanasić executed a manoeuvre and with his Fury he rammed the next attacker. In a horrifying explosion, both aircraft and pilots disappeared. In Bf 109E (W.Nr.2038) from 3.(J)/LG 2 pilot Ofhr. Heinz Eckhardt perished. Reserve pilot ppor Stanislav Džodžović watched the battle from the ground:

"It was obvious that our Hawker was up to something else and that he was resolute to achieve something. And he

A Bf 110 from 4./ZG 26 under maintenance at a Bulgarian airfield, spring 1941. Three aircraft from ZG 26 would be lost over Yugoslavia, two of them to AA fire and the third to the guns of a Fury flown by Captain Konstantin A. Jermakov, Commanding Officer of 112.Escadrille/36.Aviation Group/5.Fighter Regiment. Fearless Captain Jermakov lost his life minutes later. A handful of 36.VG pilots who survived that bloody April dawn, forever remembered his battle cry! (Eddie Creek)



did. In a moment, with his masterful and orchestrated attack, he made an inverted traverse after which chaos ensued followed with turmoil of pieces and fragments from both planes. It resembled a firework rocket blowing up in the air after its rise and slowly falling to the ground."

Most probably from the consequences of the com-

bat with por Tanasić, Bf 109E "white 3" from I.(J)/LG 2 (W.Nr.5594) force landed at the auxiliary airfield Vrba near Sofia, with its landing gear retracted. It ended up with 45% damage. On **6 April 1941**, German pilots that reported victories over Yugoslav Hawker Furies from 36.VG/5. LP were pilots of I.(J)/LG 2. The exact timings of victo-

Excellent close up of a Ju 87 R-2 from III./StG 2 taken at a Greek airfield shortly after the war with Yugoslavia. StG 2 suffered a few losses during the war but it seems most of them were non-combat related. At least over the southern parts of the country. Their value to the German advance and the respect held by the Yugoslav troops is very much evident in the report given by Infantry Major D.S. Gvozdenović stated: "If there were none of those damn Stuka's, I could stop the German advance, especially their light reconnaissance units, as I did for more than 48 hours. Moreover, I would have pushed them backward, at least 8-10 kilometers, only if someone could move away those unbearable Stukas... Where the hell was our Air Force?!" (Author)



tislav Radenović with a group of Shiptars who extracted him from the wreck. An almost identical fate was experienced by nar Janjušević. Damaged by German fighters, he tried to land near Gnjilane and just like Rašić, turned over during landing. Janjušević was wounded and with his arm broken, he was carried to the hospital. Later on he joined JuVO²⁶.

On the other hand, ppor Stanislav Džodžović was alone in retreat. Near Kosač, he followed directions of the locals and approached a large yard where a plane an R-100 "white 4" was covered with a stack of sedge. It was almost certainly the previously mentioned aircraft that evaded destruction on Režanovačka kosa. Ppor **Džodžović remembers:**

"The sedge was removed in a minute and a beautiful, wonderful and the best in the world, at that moment of course, R-100 appeared as a monument from which a white

cover was removed just like at the ceremonial unveiling. Everything was exactly as I was told: parachute, full fuel tank, lever for compression pumping for starting the engine and some other things... I set Sarajevo as my final destination. I will land at the Rajlovac airfield.

I waited for the oil temperature to rise. The instrument needle began to move slightly and it was just about to reach the very position indicating that warming up was complete. I was ready to wave to the people as a sign of good bye before I could easily leave the yard. I pressed full throttle with locked wheels, shortly, and the take-off can finally start."

Engine was warmed up and when he was supposed to take off, men signaled him to stop the machine. German reconnaissance was approaching the village. The engine was shut down and the plane hidden. The planned flight to Rajlovac in Bosnia had to be abandoned and later on, "white 4" was transferred by Germans to Niš as a war trophy. Džodžović managed to reach Niš by foot where his family was staying. With these events, 36.VG/5.LP VVKJ

26 JuVO – Yugoslav (Royal) Army in the Fatherland, also known as Chetniks, led by General Dragoljub "Draža" Mihailović



Mostly fighter pilot instructors at the Belgrade's aerodrome in the summer of 1939. From left to right - *, Sergeant Vilim B. Acinger, 2nd Lieutenant Augustin J. Kovač, Captain Sava L. Poljanec, Captain Ilija D. Zelenika, Sergeant Safet M. Boškić, Captain Anton A. Ercigoj, 2nd Lieutenant Dušan R. Borčić, unknown pilot, Sergeant Vasilije I. Vračević, * and, sitting on the ground, Sergeant Blagoje T. Grujić. (* non-instructor) (Nenad Čulum)

War Prizes

After the end of the April war and the occupation of the Kingdom of Yugoslavia in **1941**, the Germans captured ten Furies, eight at the Zemun airport, one at the auxiliary airfield in Jagodina, as well as 2225 under repair in the Ikarus factory in Zemun. The Furies were intended for sale to the ZNDH, but following sabotage by the Serbian staff at the Zemun airport, within the “Wire” action, all eight based Furies were cut up for scrap, including some other aircraft.

The one that remained in Jagodina was destroyed with four more aircraft by the Serbian rebels in a sabotage attack on the night of **18 and 19 July 1941**.

Although the Germans promised the delivery of about 36 fighters from the inventory of the VVKJ to their new allies, the Croats, they eventually delivered only a third of them, i.e. 12 obsolete fighters. As for the only remaining Fury, the Germans changed their mind in **July 1941**, and they tried to sell it together with several other

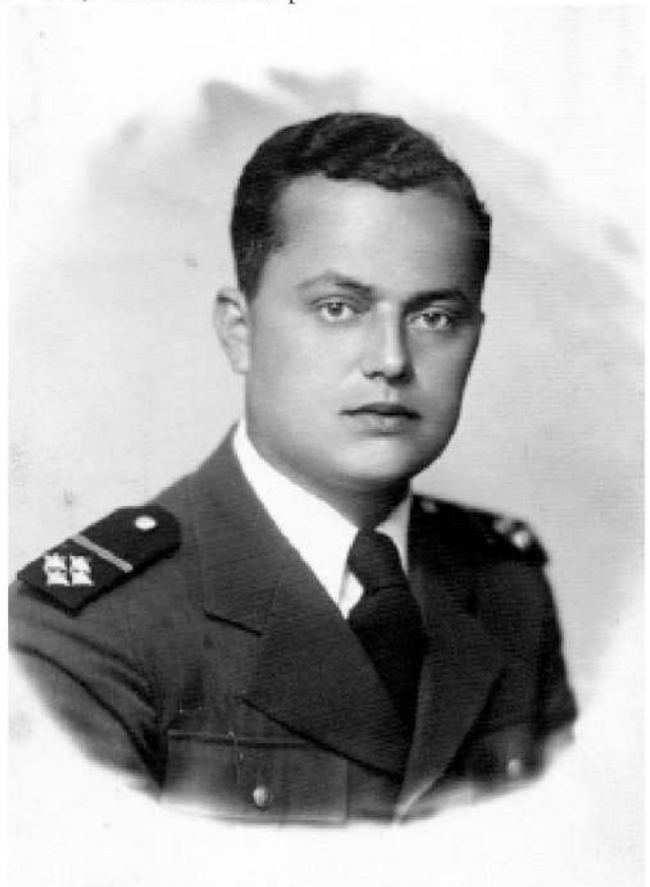
confiscated aircraft (Bleinheims and Hurricanes). As they didn't succeed in that, they decided again to sell it to the Croats in the second half of **December, 1941**. That decision was obviously unexpected at the NDH Headquarters in Zagreb, given that all the fighter aircraft were deployed in groups and flights by the order V.T. Br. 184 dated **16 December 1941**. The fighter aircraft Fiat G.50bis, which didn't arrive from Italy until **25 June 1942**, were intended for the 16.ZJ³⁰, while all the other fighter and other aircraft (such as M.M.2 Mima), i.e. Ikarus IK-2, Avia BH-33, Rogožarski R-100, were intended for the 17.ZJ, but without mentioning the Hawker Fury, suggesting that it wasn't taken into account.

Around **20 December 1941**, the Fury was flown over from Zemun to Zagreb by a test pilot Djordje (Georgije) Jankovski, a former VVKJ pilot, who was working for the Germans in Zemun and in Kraljevo at that time. After its arrival at Zagreb, the Fury was nominally assigned to the 1.ZJ, but, in fact, it was stored in one of the hangars as a re-

30 16.ZJ – 16. Aviation Group



Ancient Mk.I from 3. Pilot School inventory. Smiling pilot sitting on the port wing root is Lt Dušan Borčić. He would lose his life as a member of 51.VG/6. LP while flying a Rogožarski IK-3 on 6 April 1941 above Belgrade. (AMB)



Sergeant Blagoje T. Grujić (1909-1946), 3.PŠ fighter pilot instructor. He was one of the brave men from the Blagaj airfield. He is fully credited with the destruction of a 261° Squadriglia RA Cant Z 1007 bis. (Nenad Čulum)

Chapter 4

Hawker Hind

The two-seater biplane, general purpose light bomber, Hawker Hind was created as a temporary solution to replace the Hawker Hart bombers, according to TTZ G.7/34. The prototype (K2915), with a modified Hart fuselage, made as a private development, took off on **12 September 1934**, and its deliveries began by the end of **1935**. The Hawker factory produced a total of 592 Hind Mk. I by the end of **1937**, and the RAF received 527 aircraft with the Kestrel V engine with compressor. The last 44 of them were made as a training version, and, in **1938**, the General Aircraft got a contract for modification of 138 aircraft to training ones with the Kestrel V DR. engine. Few of the

aircraft were exported to other countries: Swiss Hind (1); Portuguese Hind (4); Yugoslav Hind (3); Persian Hind (35 with Mercury VII, 8 with Kestrel V/V DR); Latvian Hind (3 with Mercury IX) and finally Afghan Hind (20). The VVKJ ordered three modified Hinds from Hawker. The first two of them were equipped with the new Kestrel XVI engine with 700hp (the same one that equipped the Yugoslav Fury II fighters) and the third one got a radial engine Gnome et Rhône 9K Mistral with the same power. Obviously, the VVKJ wanted to examine the possibility of using a cheaper French engine (for the production of which the licensed rights were purchased), before making



First Hawker Hind marked as №1 for the Royal Yugoslav Army Air Force photographed at Brooklands airfield during the summer of 1937. Its famous oval racing track is visible in the background. Yugoslav AF Command purchased only three Hinds, unsure if Hind was the right choice for its needs. At first, there was an intention to purchase 40 Hinds by the end of 1940, under pressure by Army Air Force General Dušan T. Simović, but this did not materialize. (AMB)



Yugoslav Hind №3 photographed at Brooklands during performance tests. №3 was intended as an experimental/development platform from the beginning. It was powered by a French Gnome et Rhône 9K Mistral (700hp) engine. It was delivered with an uncovered engine and open cabin with windshields, but, at the request of the VVKJ, it was heavily modified at the Zmaj airplane factory. This unique airplane was destroyed during the April war. (Djordje Nikolić)

...mum altitude, against all regulations, endangering himself and the others. According to the statements of the staff who witnessed the unfortunate incident, it was only a matter of time before something bad happened. Captain Vojinović, as a duty officer at the airfield fired two red flares as a signal for immediate landing, but without results. Immediately after that, the pilot took sharp left turn at low altitude, lost speed, stalled and then crashed into the creek at the very edge of the airfield.

Ground crew ran after the fire engine and ambulance and, to the surprise of all, in the vicinity of the wreck in flames, they found the pilot who was still alive sitting on the ground and who somehow fell out of the airplane. Lazarević also told me that the lieutenant wasn't aware of himself and that he was crying deliriously, asking for forgiveness and begging God to save him...

He also told me that the scene was absolutely unreal, that the burns looked horrible, as well as that the pilot was almost entirely burnt, having no hair, most of the skin as well

and with almost no clothes left on him. He said that it was absolutely amazing that he was still alive. Even with all the efforts of the ambulance crew, Lazarević was clear that he could not be saved. In the next minute or two he lost consciousness and died."

The remaining two aircraft entered the formation of the newly formed 11.SGDI, and there they awaited the April war.



Unknown Yugoslav aviator in full flying gear sporting a huge smile prior to a flight in a Hind №2. License produced Irwing parachute can be seen. Unknown airfield, most probably during the late 1930's. (Aleksandar Smiljanić)

Chapter 6

Hawker Hurricane

On the basis of the previous Fury, engineer Camm developed the low wing fighter plane named Hurricane equipped with the new Rolls-Royce Merlin engine. The prototype was designed according to TTZ F.36/34 and took off on **6 November 1935**. The first production Hurricane Mk.I on **12 October 1937** and the same month, the deliveries of the initial RAF series of 600 aircraft started. A total of 3185 Mk. I's were produced; out of that number 1900 aircraft by the parent firm; Gloster Aircraft (1219); Canadian Car and Foundry Co (40); two in Belgium (Fairey Avions) and 24 in the Kingdom of Yugoslavia (Zmaj). From **December 1938** to **March**

1940, a small number of Hurricane Mk. I's were imported to Belgium (20), Iran (19), Yugoslavia (24), South African Republic (7), Canada (19), Poland (1), Romania (12), Turkey (29) and Finland (10). The British authorities allowed rather early the export of the Hurricanes to Yugoslavia. Four of the commission pilots, headed by lieutenant engineer Srbobran Stanojević, tested the Hurricane during **April – May 1938** in Britain (Brooklands), and the contract for the 12 aircraft and the license was signed in **December** the same year. The first two Hurricanes flew over from Brooklands via France and Italy to Belgrade on **15 December** (somewhat more than a



Hurricane Mk.I of Royal Yugoslav Army AF in flight over British soil. It is most probably L1837 during a performance test flight in the close vicinity of Brooklands. Test pilot J. S. Hindmarsh is at the controls. He was responsible for testing of all new Hurricanes for export to the Kingdom of Yugoslavia. He tragically lost his life during the test flight of Hurricane Mk.I L1652 at Brooklands on 6 September 1938. (Malcom Passingham via Mario Hrelja)



VVKJ Aviation Test Group technical staff stands beside a Hawker Hurricane closely looking at the engine bay, while the pilot sits in the cockpit carefully looking at the instrument panel. Some kind of hose (compressed air?) is attached into the engine, possibly to do with some kind of test with the Rolls Royce Merlin engine itself. The same mysterious wooden "rack" is also visible here. (Milan Micevski)



Hurricane Mk.I "white Roman VI" with VVKJ evidential no. 2306 ready for take off on a promotional aerobatic flight during the exhibition at Belgrade airport in April 1940. Minutes before HRM Petar II Karadjordjević viewed the cockpit of another Hurricane. It is unusual that machine gun barrels are covered with canvas protectors, wich was very rare to sight in VVKJ service. A Blenheim MK.I medium bomber can be seen in the background. (Milan Micevski)



Hurricane Mk.I 2307 overturned in a field at Velika Krsna village. The extended landing gear was the reason why nar Vićovac lost his life in the accident. He actually broke his neck. The airplane was dismantled that same day by technicians from Belgrade, loaded onto Air Force Praga trucks and then reloaded onto a train in the nearby Mladenovac. It was repaired in a couple of months at Zmaj airplane factory and returned to active service. (Aleksandar Smiljanić)



Sad remains of the VVKJ Bf 108 Taifun 5-07 (Nº777) at the Borongaj airport in Zagreb on 19 June 1940. Hurricane 2314 basically crushed the small aircraft when both were in their landing pattern at the same time. Lack of radio equipment and any other visible means of warning created the accident when the 108 flew right inside the Hurricane's blind spot. Taifun occupants, fighter pilot nar Čavić and pilot nar Marindolac were killed instantly. (Vladimir Bosner Jr.)



Pilot Officer por Dragoljub M. Marković (21 May 1910 - ?) who, in a low level attack an entire German armored column with his Bücker Bü 131, throwing hand grenades at the enemy as long as they lasted! (Author)

In the period between 07.00 to 07.30, the KV informed commands, units and institutions of the VVKJ, using the operational and background radio network, that using the war case R-41 they were at war. The statement was as follows:

"Germany and Italy have attacked Yugoslavia. The German Air Force attacked our airfields at about 05.00, and they started bombing Belgrade at about 06.50. Commence the war operations specified by the strictly confidential instructions already in your hands."

Since these instructions contained all the tasks in case of war, it wasn't necessary for the KV to issue any additional warnings at the beginning. The above-mentioned radiogram was sent from the Command radio station "Bežanija" near Belgrade, and it was confirmed by all the receiving radio stations in the Operational and Rear radio network during the period from 07.15 to 07.45. At about 07.35, the group C/O maj Blagojević received



Nvtč Miodrag M. Vesković (18 Sep 1904 - ? USA) flew numerous missions during the April war. His first combat assignment was on 6 April defending Belgrade but he made no contact with the enemy. (AVII)

a verbal order from the commander of the 2.LP at the Dragušica airfield:

"The Luftwaffe is bombing Belgrade fiercely! Dispatch immediately all airplanes towards Belgrade in order to help our defense!"

According to this order, in the period from 07.40 to 07.50, 163.E consisting of eight Hurricanes immediately took off towards Belgrade, headed by its commander maj Blagojević. The identical order had also been sent to the 164.E, which was still located at the Kraljevo airfield getting ready to fly to Dragušica at any moment. All the less necessary personnel of this unit had already been going in that direction by trucks. Only the necessary ground crews remained next to their aircraft. At that moment, the first patrol landed at Kraljevo airfield, whose leader por Ivanišević was almost thrown out of the cockpit by his escadrille C/O k1k Ivo Oštrić. Two Hurricanes from the patrol which landed were rapidly refuelled and in the

aircraft! Both Marković and Grandić, as the only pilots, not counting a few people from the technical staff, remained at the airfield until **13 April**! Without aircraft, 2.LP was not assigned any missions on **11 April** since the unit was now in full retreat towards Bosnia as per the previous KV order received during the night **9/10 April**. Retreating from Knić, the regiment's headquarters and the 52.VG reached Mionica near Valjevo during **11 April**, and they spent the night there. Considering the fact that the retreat was the consequence of the false alarm of the Volksdeutsche saboteurs infiltrated in Kragujevac, supported by treacherous behaviour of ppuk France Pirc, the KV gave him a telephone order during the night between **10 and 11 April** to bring back his HQ and 52.VG to the airfield near Knić and to repair the damaged aircraft immediately. Ppuk Pirc brought back the group to the airfield in the morning hours of **11 April**, and they stayed there during the night between **11 and 12 April**. During that time, the last two Hurricanes

from the Zmaj factory (2347 and 2348) were delivered to the Belgrade airport. Under the constant threat of German air attacks on the factory plant, the craftsmen and workers in the factory managed to complete a total of nine Hurricanes and deliver them. The aircraft were all finished in haste, they didn't have all the necessary instruments and weaponry installed, they were pulled out manually during the night and loaded on tractors and trucks, which took them to the Zemun under the cover of darkness, so that the pilots of the VOG could fly them to Kraljevo at dawn. The flight was organized by their commander, maj Siniša Nikolić "Glista".

The last two Hurricanes 2347 & 2348 were delivered early in the morning, but the KV ordered that they should be flown to Veliki Radinci airfield in Srem. The pilots in charge for the flight were maj Adum Romeo⁶⁰ and captain Mile Ćurgus. The planes were ready for the

⁶⁰ Former 6.Fighter Regiment/51.VG C/O, was relieved of duty on 7 April 1941 due to open cowardice in front of the enemy



Nice view of a captured Hurricane, military s/n unknown (possibly 2328) at Belgrade airport, Zemun, summer 1941. It looks like the aircraft is under repairs outside by the Zmaj technicians instead of inside the factory, which seems a bit odd. Aircraft was one of those delivered to Romania. (Jan van den Heuvel)



Pilots and mechanics of 108.E/34.VG/4.LP VVKJ in a completely relaxed atmosphere at one of the auxiliary airfields during the summer of 1940. Standing in the middle of the photo, and only in a swimsuit, is the Commanding Officer of 108.E k1k Milovčević. Among those standing in the first row are from right, k1k Vajo Grbić, Živko Džal, brother of Franja Džal and nar Šerif Mehanović. All the others are unfortunately unknown. (Tomislav Aralica)



Hot day in one of the Borongaj hangars during the summer of 1940. Mechanic Relja Nedić posing in front of the Hurricane from the 2nd imported batch from Britain. Metal covered wings and armored windshield are clearly visible. There is a great possibility that the machine in the photo is 2314 that was involved in a tragic flying accident with a Bf 108 Taifun on 19 June 1940. Note the freshly painted part of the port wing, leading edge and wing root. (Dragan Kolundžić)

peared the next day, and that caused both turbulence and panic on the entire base although the attack was not dangerous at all. The German airplanes appeared more often during the next couple of days, but there were no attacks. They dropped four bombs in the afternoon of the fifth day of the war. The turbulence slowly permeated the entire base, plus the first Croatian flag, well visible from afar, was observed at the railway station Predgradje – Banja Luka. For the majority of the individuals on the base this brought good mood as it presented the establishment of the Independent State of Croatia.”

In the morning of **6 April** at about 07.00 o'clock the personnel found out about the attack on Belgrade by listening to the ordinary radio. They had never received the radio dispatch sent by the KV. Neither did they get any information from the home airport Zagreb (Borongaj), although the Germans performed attacks on the airfields in the zone of operation of the 4.LP. The LW fighter units, stationed on the South Reich territory, attacked the air-

ports and airfields Borongaj, Lučko, Pleso and Velika Gorica near Zagreb, Cerklje, Bregje, and after that Polje near Ljubljana, Težno near Maribor and Varaždin. Four Messerschmitts from Stab II./JG 54 took off on a *freie Jagd* from the Graz – Thalerhof airport at 06.21. They were followed by three more, this time from Stab JG 54, which took off at 06.25. On the basis of the information about the disposition of the VVKJ and the locations of the airfields that the traitor k1k Vladimir Kren had given to the Germans, the leader, Maj Hannes Trautloft and his wingmen, Oblt Otto Kath and Oblt Werner Pichon-Kalau von Hofe, headed to Zagreb. According to the memory of Maj Trautloft:

“Our mission was freie Jagd in the area around Zagreb and also low-level attacks on the enemy airfields. Excited and with strained nerves, we stormed into the enemy territory. We must be extremely cautious, because, ironically, there are also German planes, Do 17 and Me 109, which were recently delivered to Yugoslavia, on the opposing side.



4. Fighter Regiment mechanics in one of the Borongaj hangars during the summer of 1940. Traces of intense use are visible on the airplane. The color is peeled on the leading edges of the wings and on the engine panels. Contrary to Blenheim crews, Hurricane pilots were pressed to the limit regarding the flight training. During that time, only three accidents happened, but not a single Hurricane was struck off charge as a result. (Dragan Kolundžić)

avoiding their fire. The Germans also constantly had to avoid the risk of collision with themselves, something which Jovanović did not have to bother about! Having by now discovered 8.BP's airfield the first two Bf 109 groups were recalled by radio from strafing the Banja Luka road and instead make a go at the airfield. In order to stop the German attack on the airfield and to help pnar Jovanović, who fought heroically flying an obsolete machine in absolutely surreal conditions against nine Messerschmitts, the C/O of 4.LP, ppuk Radoslav Djordjević, used banners as the agreed signal to order all the regiment escadrilles to scramble. At this sign, within only a few minutes, having already been on a first degree alert, 13 fighters⁸¹ took off from the Bosanski Aleksandrovac airfield and then headed in the direction of Rovine, flying separately or in pairs formed after take off. 106.E was the first one, consisting of four Hurricanes divided into two pairs; the first with the commander of 106.E k1k Dragiša Milijević, accompanied by nar Mitić Milan; the

81 Eight Hurricanes and five IK-2s

second, which was probably led by k1k Petrović Života with an so far unknown wingman⁸². 107.E followed with five IK-2s, consisting of k1k Vukajlović Žarko, ppor Vukobratović Lazar, nar Stikić Radivoj in one vic, and ppor Milačić Radomir and, according to unproven information, reserve k2k Zemljić Milan or nar Lakić Janko in the second pair. And finally, 108.E with four Hurricanes. So far, only the name of nar Živorad Tomić from 108.E is known. The first patrol to arrive at Rovine was the one of k1k Milijević and his wingman nar Milan Mitić, and after that the others arrived.

Before scrambling there was an unfortunate incident involving the aide of the C/O of 34.VG, k1k Grbić Vajo and a junior non-commissioned officer Živorad Tomić. Somehow Tomić managed to "expel" Grbić and take his place in the aircraft. Nothing could help, not even the threats of captain Grbić that he would be reported to the senior officer and that he would be taken to the mili-

82 Most probably ppor Puniša Bogićević



Messerschmitt Bf 110C L2+HR (W.Nr.2318) of 7.(F)/LG 2. Its crew force landed on Hungarian territory after damage to the hydraulics received during combat with 4.Fighter Regiment Hurricanes. Pilot from 108.E, Captain Janko Dobnikar opened fire on it. Airplane is covered with protective canvas which indicates that combat and force landing damage was not extensive and that the airplane would be repaired. Pécs airfield, 10 April 1941. (Csaba B. Stenge)

sources, it was Bf 110C L2+HR (W.Nr.2318) of 7(F)/LG 2, which made an belly landing at the Pécs airport. Its pilot Uffz Karl Rimmer was uninjured. The news about the difficult position of the armies on the battlefield began to arrive, as well as the proclamation of the Independent Croatian State (NDH). During the evening of **10 April**, the commander of 2.VMB got the order to continue the air defence of his territory together with 4.LP, and to bomb German armoured columns which were advancing through Slavonija in the direction of *Slatina - Našice - Djakovo - Vinkovci* and *Slatina - Donji Miholjac - Osijek - Vukovar*. The brigade commander, puk Djordjević, conveyed the given tasks to the regiment commanders who performed all the necessary technical and tactical preparations in the night of **10/11 April**. Unfortunately most of these tasks could not be executed due to the unfavourable weather conditions such as fog, low clouds and poor visibility, which prevented flying in most cases. The constitution of the NDH had also had a tremendous impact on the units of 2.VMB including 4.LP which had

a large percentage of its personnel of Croatian origin who thus began leaving the unit.

According to the orders given by the competent military authorities, the brigade commander ordered on **11 April** that all the officers and soldiers of Croatian nationality could leave their units if they wished, but that they must hand in their weapons before doing so. Almost all of them left 4.LP, leaving it almost entirely to Serbian personnel. There was also the order of the KV for 2.VMB to retreat to the area of Sarajevo during **11 April**. The ground crew of 4.LP and 8.BP was to start retreating towards Sarajevo in the afternoon, in the direction *Banja Luka - Jajce - Travnik - Sarajevo*, and the flight crews hopefully at the end of the day. After finishing their tasks they were to remain with their aircraft and the necessary number of mechanics until the weather got better, after which they would perform their flights to Sarajevo. The final order for this mission was to be given later by the brigade commander who would remain in the vil-



A curious German soldier is looking at the remains of one of more than a dozen Hawker Hurricane Mk.I's completely and unnecessarily burned at the auxiliary airfield Bosanski Aleksandrovac, dangerously close to the village houses. VVKJ insignia (Kosovo Cross) is clearly visible under the port wing. Metal covered wing indicates that this particular machine is from the second batch of 12 airplanes imported directly from Great Britain. (Harald Schiess)

German pilots from “Belgrade” airport in Zemun. Both aircraft were at the Stab JG 54. According to verified reports, at least one of them was severely damaged in an accident at “Belgrade” airport and probably both of them. According to the German report:

“The aircraft (Hurricanes – a.c.) were used by Stab JG 54 at the Zemun airport on 24 and 25 April 1941. They were tested by a test pilot Oblt Werner Pichon Kalau von Hofe. On 25 April 1941 during the second test flight at an altitude of 100 meters above the ground, the engine stopped working. The pilot performed an emergency landing at the airport, damaging the aircraft.”

None of the Hurricanes produced in Britain, considering that the last two aircraft were destroyed with JG 54, would be among the three Hurricanes sold to the Romanian Royal Air Force, which can't be said for the parts from the Zmaj and Rogožarski factories, which were sold to the Romanians and the Finns.

Roll of Honor

Killed

K1κ Milijević M. Dragiša, **7 April**, C/O of the 106.E/33.VG

Reserve ppor Karner Dragutin, **7 April**, 4.LP, killed in action with the 8.BP over Hungary

Pnar Jovanović A. Branko, **14 April**, 107.E/34.VG, killed in a ground fighting

Wounded

K1κ Grbić N. Vajo, **12 April**, aide of the 34.VG C/O

Nar Mitić Milan, **7 April**, 106.E/33.VG

Nar Stikić M. Radivoj, **7 April**, 107.E/34.VG



Completely burned out Hurricane Mk.I from 4.FR at the auxiliary airfield Bosanski Aleksandrovac. The wing clearly shows British build machine from the first imported batch. The propeller was changed at some point with a three bladed one. There is a huge possibility that Rogožarski U-21 propeller was used, because of nonstandard size of spinner that looks very similar to later Mk.II's. Photo was taken by a 1.Bomber Regiment observer during retreat. (Author)

Aut.BaT C/O Maj Donnadio. Ju 87 force landed some 30kms from Jesenica airfield and broke its back. The last Hurricane was damaged beyond repair and abandoned at Blagaj only to be captured few days later by Italian forces.

Epilogue

The far stronger Regia Aeronautica located both across the Adriatic and inside Albania consisted of a total of 666 combat aircraft (262 bombers, 295 fighters and 109 recce aircraft) in three major Groups (Squadra Aerea) with HQs in Tirana, Bari and Padua. True these aircraft were also used against the Greeks, but they could at any moment be turned towards Yugoslavia whenever the strategy so demanded. These forces were grouped in three large formations deployed around the Adriatic. These forces were at first supported by German X.Fliegerkorps from bases in southern Italy. Practically from the first

day, the RA secured air superiority and maintained that position to the last day of war. Its main enemy was bad weather, which prevented it from exploiting its obvious dominance to the full. 3.PŠ pilots opposed them bravely. It was a David against Goliath struggle by all means, but this time with David as the loser. The Italians captured two Hurricanes at Mostar. One of them badly damaged, but they didn't show any interest to repair any of them. It seems that both machines were scrapped at some point.

Roll of Honor

Killed

K2k Danilo Grbić, **6 April**, C/O 1. odeljenje/3.PŠ

Wounded

Nar Milan Delić, **6 April**

Por Milan J. Marjanović, **6 April**

Por Franc J. Godec, **12 April**, 1. odeljenje/3.PŠ



So far it has almost totally been accepted that there were only three Hurricanes on 3.Pilot School strength. All those three aircraft were totally destroyed in combat with the enemy. New photos now show Regia Aeronautica airmen in front of a fourth aircraft at Mostar. Since it visibly carries metal covered wings and armoured windshield it has to be from the second British batch. No further clues so far.

(Baltassare Catalanotto via Gregory Alegi)

Chapter 10

Full Blooded Crossbreed

The official report V.K.Br.214 from **6 February 1941** submitted by VVKJ Commander General Borivoje Mirković to the Kingdom of Yugoslavia Ministry, specifically addressed to the Minister of Army and Navy indicated the following:

“Merlin II and III engines suitable for Hurricanes have not been purchased in sufficient quantities because of the cancelation of the delivery of the 23 engines of this type from England due to the war situation. As a result, the following measures have been taken to secure engines for this airplane type:

- A request was made for the delivery of RR Merlin engines from German war booty in France and Belgium

- Adaptation of Daimler Benz DB 601 engine was performed on a Hurricane, since these engines can be purchased from Germany (there were also a number of DB 601A engines at VVKJ stock - a.c.). In this case, due to the extensive modifications airplane was redesigned by our experts and as a result carries designation „L.V.T. – 1“; which means: L – lovački (fighter), V – vazduhoplov (airplane), T – prekonstruisan (redesigned), 1 – prvi (one)“

To investigate the viability for manufacturing the Hurricane with this alternative powerplant, members of the project team which worked on the Yugoslav fighter Rogožarski IK-3, Engineers Ljubomir Ilić and Kosta Sivčev, performed modifications on the standard British made Hurricane (ev.br.2301) to a German DB 601A engine. The outcome of this modification, called LVT 1, was an aircraft able to outperform the original aircraft during testing. Owing mostly to the somewhat more powerful and lighter engine, it was faster and climbed

faster than the Rolls Royce Merlin engined Hurricanes. The entire conversion process took only couple of weeks and the completed airplane was evaluated at the VOG (Aviation Test Group).

It is important to note that the Hurricane used for this conversion was the first one delivered to the Royal Yugoslav Army Air Force, it was an early Mk. I from the first series imported from Britain. It had canvas covered wings, non-armored (“soft”) windshield and wheel hub caps with five spokes.



Brigade General Borivoje J. Mirković (23 Sep 1884 - 21 Aug 1969), fighter pilot and Commanding Officer of VVKJ and one of the most prominent organizers of the coup d'état in Belgrade on 27 March 1941. (Author)

Chapter 12

Camouflage & Markings

Fury

When the first three Furies arrived they were painted as stipulated by Yugoslavia, canvas covered areas in silver but all metal covered areas only polished aluminium. National markings (cockades or kosovski krst - kosovo cross) had been applied in four positions, two each on the upper and lower wing pair. A large flag in Yugoslav colours covered the entire rudder. The same colour pattern was also followed by all Fury Mk II, including all

licence built aircraft. From the second half of 1939 all those remaining were painted in a two-tone camouflage, quite similar to the RAF pattern, consisting of dark green and dark earth painted in irregular patches on all upper and side surfaces. All under surfaces, including the upper wing pair, remained in silver. Also part of the struts remained silver painted. Their general name in the VVKJ was Hawker Fury (Hoker Fjuri) or just Fury



Perfectly clear and sharp aerial photo of Hawker produced Fury Mk.II №7 during a test flight over Brooklands. Ten imported Furies became №4-№13, the Ikarus' series №14-№37 and the Zmaj's series №38-№53. It sports four large peacetime cockades and big Yugoslav (blue-white-red) tricolor over the entire surface of the rudder. All canvas covered surfaces were painted in plain silver, while aluminum parts of the airplane were highly polished. (Dalibor Jovanović)



Tail sections of three captured 2. Fighter Regiment VVKJ Hawker Hurricanes Mk.I are visible in the photo. They were VVKJ evidential no. 2328 (closest one), 2347 and an unknown one. (Jan van den Heuvel)

stayed in their original colours. Only two aircraft are known to have acquired the new camouflage, both when under repair/overhaul at the Zmaj factory, and subsequently captured by the Germans in situ. Both were used by the Stab/JG 54, one with crudely painted dark grey swastika on its tail and one even with "Stab JG 54" sprayed on its fuselage!

The Italians captured 2337 at Kapino Polje in Montenegro, and after repairs they used it exclusively for propaganda purposes. A large white RA cross soon appeared on the rudder. Soon after, the Hurricane was repainted in line with the RA standard for single-seat fighters.

The three Hurricanes bought by the Romanian Government and delivered in **September 1941** had previously been repaired/overhauled at the Zmaj factory. They had by then received the typical camouflage as carried by all the aircraft used by the 2. Fighter Regiment of VVKJ. Added difference upon delivery was the addition of yellow cowlings, yellow lower wing tips and yellow fuselage bands - required tactical colour used by all the Axis aircraft on the Eastern Front at the time. Romanian national markings were also applied in four positions plus a large national flag painted on the rudder. There is no evidence so far to indicate that they carried their new serial number, № 13, 14 and 15 when delivered, since this is assumed to have taken place in Romania itself.



Excellent photo of Zmaj built Hurricane Mk.I 2337 (ex 2. Fighter Regiment machine) now taken back to Italy and Guidonia Test Center near Rome. Seen here, being inspected by Il Duce himself with the Regia Aeronautica Chief of Staff, General Francesco Pricolo on his right and unknown high ranking German officer on his left. The airplane had now been re-painted in a standard Regia Aeronautica camouflage with full Italian insignia. (Giancarlo Garelli)



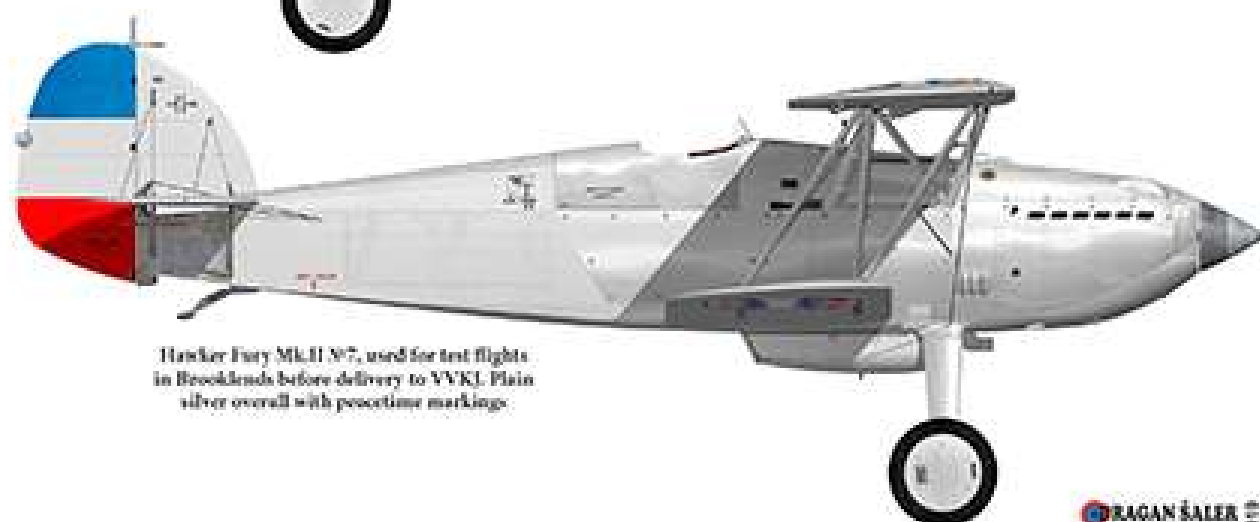
Hawker Fury Mk.II №7, "black 33"
6.I.P. It crashed on 21 Sep 1938 at Štunj
mountain. Kik Marković survived



Hawker Fury Mk.II (unknown №)
with unusual "black 5-57", 6.I.P. at
Belgrade aerodrome 1938

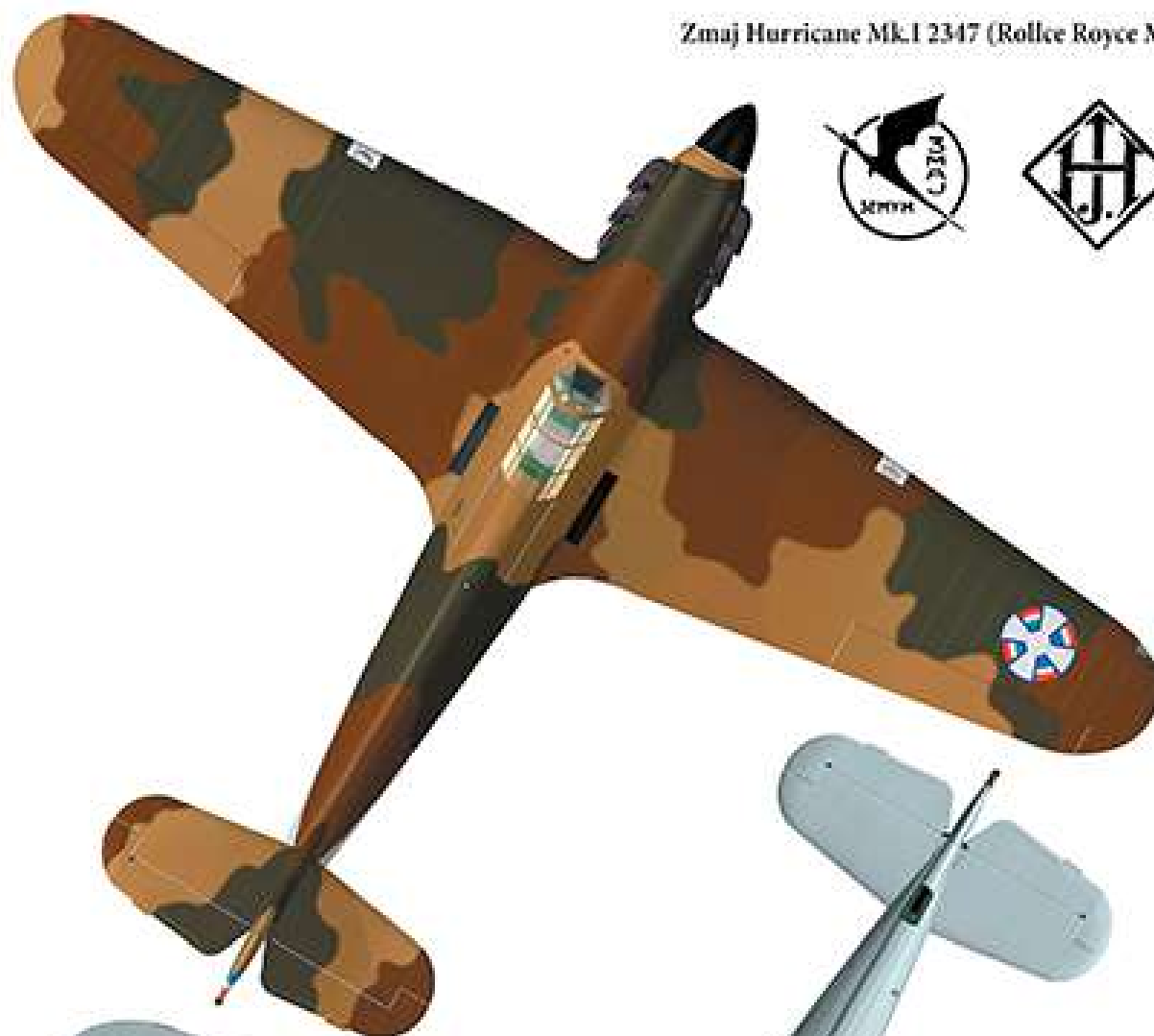


Factory fresh Hawker Fury Mk.II
№19 6.I.P. at Karas a.d. airfield in
Zemun during 1938



Hawker Fury Mk.II №7, used for test flights
in Brooklands before delivery to VVKI. Plain
silver overall with posetime markings

Zmaj Hurricane Mk.I 2347 (Rollce Royce Merlin II)



The first batch of 12 imported Hurricanes arrived in the Kingdom of Yugoslavia with standard RAF camouflage schemes type A and B (dark green and dark earth irregular patches on upper surfaces with plain silver lower surfaces). Another 12 imported planes also arrived in standard RAF camouflage as the first batch, with a noticeable difference in painting of the lower surfaces. It was typical RAF recognition pattern from the period, with black and white undersurfaces and plain silver lower part of cowling and fuselage. At least one Hurricane from the second batch had completely silver underside. All license-built Hurricanes were factory painted with three-tone camouflage on all upper sides consisted of irregular patches of dark green, dark brown and tan. Light gray for lower surfaces shifting towards a greyish pale blue shade

