



LWÓW



THE DEFENSE OF LWÓW



Rulebook



<http://pamiec.pl/gra7>



**We do not
beg for freedom.
We fight for freedom.**

DEAR PLAYERS!

The game "7: The Defense of Lwów" is part of a trilogy of historical aviation board games dedicated to pilots fighting for freedom. This word most fully reflects the ideals which inspired the heroes of our games. The pilots of 303 Polish Fighter Squadron successfully fought for British freedom in 1940. Polish pilots had fought for the freedom of their own homeland a year earlier – in the 111th Fighter Squadron, defending the skies over Warsaw against German aggression. Both of these units inherited the traditions of the 7th Fighter Squadron – whose Polish and American pilots wrote the first page in the book of glory of the Polish Air Force.

The history of the 7th is a story of honor, brotherhood and love of freedom. American pilots who came to Europe to fight the Germans stayed after the war to help Poland, which was struggling for its existence. They understood that the threat of Bolshevik Russia was a danger not only for Eastern Europe, but for the entire free world. Thus they fought not only for Polish freedom, but also for Ukrainian independence. It is worth noting that then, as now, an important prerequisite for Polish security was the independence of Ukraine. These were the values for which battles were fought in 1920. The pilots of that time served these values, and some of them paid the supreme price. We owe them a place in our memory today

dr Andrzej Zawistowski
Director of the Public Education Office
Institute of National Remembrance



Uniform badge
of the 111th Fighter Squadron
(1925–1939)

Uniform badge
of the 7th Fighter Squadron
(1919–1925)

Uniform badge
of 303 Polish Fighter Squadron
(1940–1946)

GAME COMPONENTS

- game board
- booklet with instructions and historical information
- tokens:



3x2-sided tokens
representing Polish
airplanes



10x2-sided tokens
representing Bolshevik
cavalry



1x6-sided die
for combat
resolution



12 black cubes
(used as shot markers for cavalry pre-
pared to shoot & as bomb markers
for airplanes loaded with bombs)



1 time marker

Used only in the advanced version:



1 Bolshevik commissar
token



10 flags with Bolshevik
regiment numbers



GOAL OF THE GAME

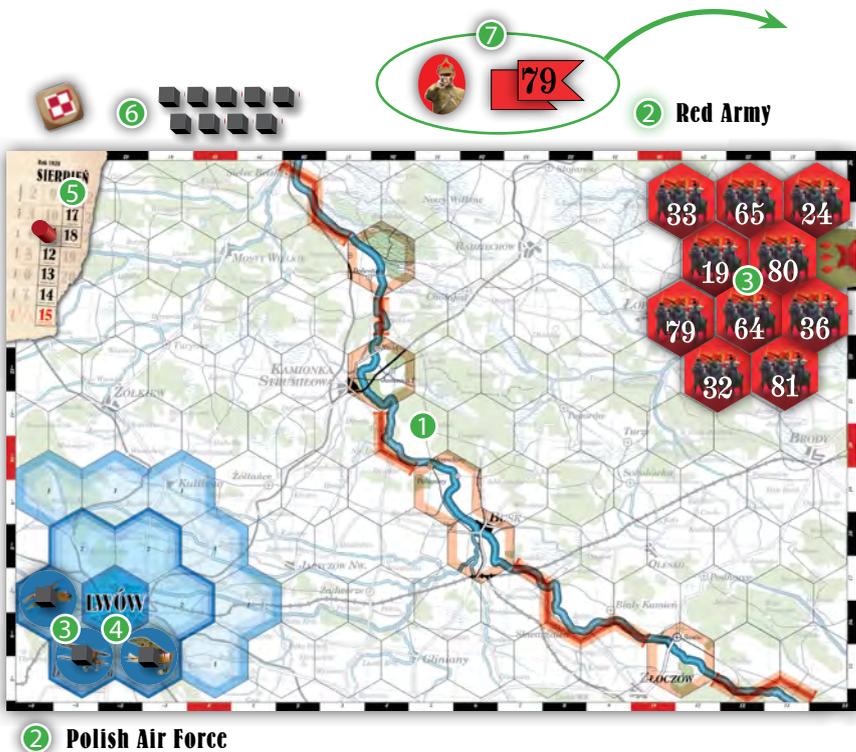
The objective of the game is different for each player. The Bolshevik player's goal is to conquer Lwów (which was a Polish city up to 1945, and is now Lviv, Ukraine). To achieve this, one of their cavalry units must occupy the space with Lwów. The Polish goal is to use airplanes to keep the cavalry out of Lwów for 8 days (game turns).

Advanced rules appear later, and are recommended only after playing the basic game a few times. The advanced version adds excitement, but introduces additional rules complexity which might be hard for beginners.



GAME PREPARATION

- 1 Place the board in the middle of the table.
- 2 Players choose their sides, or assign sides randomly. The Polish player sits on the west side of the map, and the Bolshevik player on the east.
- 3 Place the tokens on their marked locations on the board: the 10 Bolshevik cavalry on the 10 stars, and the 3 Polish airplanes on the 3 air force checkerboards.
- 4 Place 1 black bomb marker on each Polish airplane.
- 5 Place the time marker on the first calendar space (Sierpień 11 = August 11).
- 6 Place the black shot markers and the combat die near the board in easy reach.
- 7 The Bolshevik commissar and 10 tokens with regiment numbers are not used in the basic game. They are for the advanced version.



PLAYING THE GAME

The game lasts eight game turns (days). The current turn is indicated by the time marker on the calendar at the top of the board. The game ends in the 8th game turn (August 18) immediately after the cavalry movement.

A game turn has a Bolshevik player turn and a Polish player turn. The player turns are as follows:

Bolshevik turn

1. Move Bolshevik cavalry (pp. 5–6).
2. Regroup cavalry units which were dispersed in the previous turn (p. 6).

Polish turn

3. Move Polish airplanes (pp. 7–9).

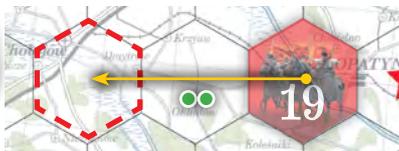
At the end of each game turn, advance the time marker and remove shot markers from Bolshevik units.

BOLSHEVIK TURN

In each turn, each Bolshevik unit can do up to 2 actions. Each unit must finish its actions before the next unit acts. An action (●) can be moving 1 space or preparing to shoot. Regrouping a dispersed unit requires 2 actions. A unit can:



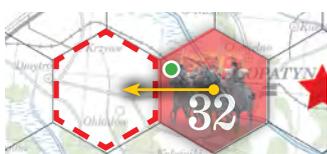
move 2 spaces (●●)



regroup (if dispersed) (●●)



move 1 space (●) and prepare to shoot (●)



prepare to shoot (●) without moving



Bolshevik movement

A cavalry unit can move to any adjacent space unoccupied by another cavalry unit.



Cavalry units can move to spaces occupied by airplanes. In that case, the cavalry unit is placed under the airplane token.



Crossing the Bug River

The river restricts cavalry movement: it can be crossed only at bridges and fords.

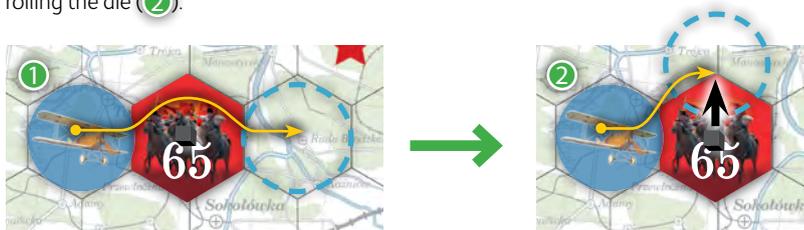


Movement onto a bridge or ford ends a cavalry unit's movement. A cavalry unit on a bridge or ford cannot prepare to shoot.



Preparing to shoot and Bolshevik attacks

A cavalry unit can use one action to prepare to shoot. This is indicated by placing a black shot marker onto the cavalry token. The cavalry stays ready to shoot only until the end of the next Polish turn. A prepared cavalry unit can shoot multiple times in the same Polish turn. Before starting the next game turn, remove all shot markers from cavalry. Bolshevik cavalry shoot only as a reaction during the Polish turn. When a Polish airplane moves into a space with cavalry which is prepared to shoot (1), or when an airplane drops a bomb on cavalry which is prepared to shoot, the game is interrupted to resolve the Bolshevik attack against the airplane by rolling the die (2).



A die result of a red star means the cavalry hit the airplane. A hit airplane is turned to its damaged side (3). If a damaged airplane is hit a second time, it is destroyed and removed from the game. Rolling a checkerboard or a malfunction (⚙️) means the cavalry shot missed the airplane.



If the cavalry shoots when the airplane is also attacking, then both attack simultaneously, and the duel is resolved by each player rolling the die. The Polish player rolls first, then the Bolshevik player rolls (regardless of the Polish die result). (See *Polish Movement*.) If the Polish result is a malfunction and the Bolshevik result is a red star, then the Polish airplane is damaged twice, i.e. immediately destroyed and removed from the game.

Regrouping dispersed cavalry

A successful Polish airplane attack (a checkerboard result) disperses the cavalry unit. The cavalry token is turned over to its dispersed side. Remove its shot marker, if any. A dispersed cavalry unit must be regrouped in the next Bolshevik turn, using both its actions. Dispersed units are regrouped only at the end of the Bolshevik turn, after activating all non-dispersed cavalry.



POLISH TURN

In a Polish turn, each of the Polish airplanes can perform 4 actions. The actions of one airplane must be completed before starting the actions of another. An airplane may do fewer than 4 actions. An action can be used to move one space or to shoot cavalry. These 2 types of actions can be interleaved in any order desired.

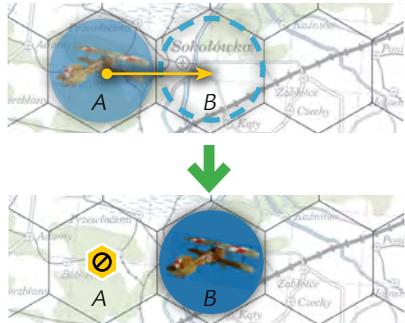
Move Polish airplanes

An airplane can move to any adjacent space which has no other airplane.

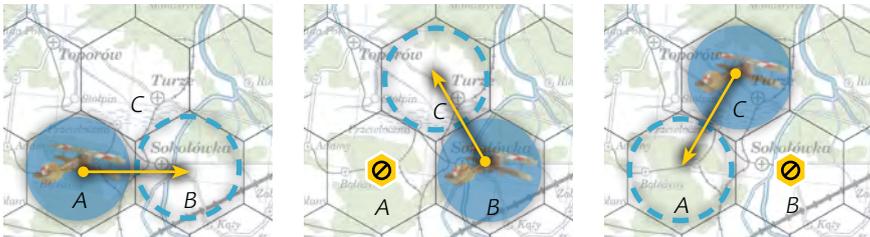
An airplane can be in a space with cavalry: the airplane token is simply placed on top of the cavalry token.



An airplane cannot re-cross the edge between 2 spaces which it already crossed this turn, i.e. if it moves from space A to space B (whether as a normal move or as an attack), then it may not go back directly from space B to space A.



However, a plane may return to a space it was already in this turn through a different edge, by making a longer roundabout flight, e.g. from space A to space B to space C to space A.



Bombs

At the beginning of the game, each airplane receives a bomb, which is a black marker placed on it. An airplane can drop a bomb on a cavalry token directly below it (in the same space). Dropping a bomb requires no additional action. It can be done any time during an airplane's actions. The bomb marker is returned to the marker pool. A bomb automatically hits its target, and the cavalry is turned over to its dispersed side. If the cavalry was prepared to shoot during a bomb drop, the cavalry does shoot as usual, despite being dispersed by the bomb afterward. NOTE: an airplane can get a new bomb only at the airfield.



Shooting

An airplane can use an action to shoot cavalry on an adjacent space (strafing and flying past them all in one action). The die is rolled, and a red star means the shot missed. A checkerboard means the shot hit, and the cavalry is turned to its dispersed side. A malfunction symbol means the airplane loses its bomb (if any) and is turned to its damaged side. After shooting, the airplane must fly past the target, to the space on the directly opposite side of the attacked target (as part of the same shooting action).

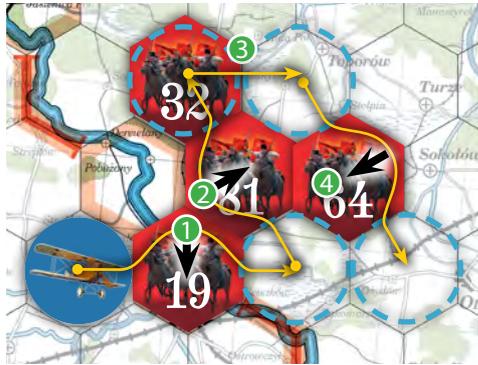


If that space is occupied by another airplane, or is outside the board, then the Polish player must move their plane to one of the 2 spaces adjacent to the attacked cavalry and the opposite space. If all three of those spaces are illegal, then the plane does not move out of the target's space after shooting. (As usual, it may not immediately fly back to the space it came from on its next action.)



If the airplane is now adjacent to another cavalry unit, it can use its next action to attack that new target in the same way. The illustration shows an airplane shooting 3 times.

If the shooting plane flies over a cavalry unit which is prepared to shoot, it will attack the airplane; see *Preparing to shoot and Bolshevik attacks*.



NOTE: In the basic game, cavalry cannot be eliminated. Dispersing cavalry which are already dispersed has no additional effect.

Resolving shots

Throw the die			
<p>Polish attack</p>	<p>dispersing</p>	<p>miss</p>	<p>malfunction</p>
<p>Bolshevik attack</p>	<p>miss</p>	<p>malfunction</p>	<p>miss</p>
	<p>miss</p>	<p>destroyed</p>	<p>miss</p>

Damage, emergency landing, and repair

A damaged airplane cannot shoot and can be easily destroyed. But a damaged airplane with at least one unused action can make an emergency landing on one of the three airfield spaces, using all of its remaining actions for the current turn and instantly moving to the airfield, no matter how far away.



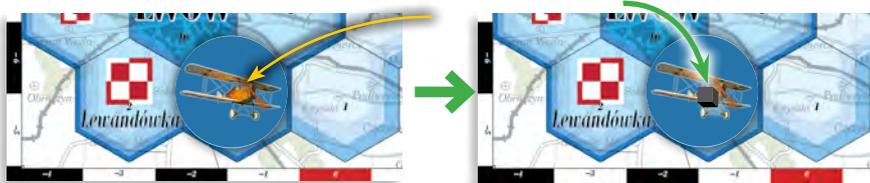
Returning to the airfield always ends an airplane's movement for that turn. In the next Polish turn, the airplane token is turned to its undamaged side and receives a bomb marker. In that same turn, the airplane is ready to do 4 actions.

NOTE: An airplane cannot land on a space occupied by another airplane or cavalry.



Reloading an airplane with bombs

An undamaged airplane may also land in an airport space to be reloaded with bombs (receiving a black bomb marker), but must move there as usual by movement actions. It cannot use an emergency landing to move there instantly. Reloading the airplane with bombs ends the airplane's actions for the current game turn.



End of game turn

After the Polish player's turn, the game turn is complete. Advance the time marker to the next space and remove all shot markers from cavalry.



END OF THE GAME

If a Bolshevik unit reaches Lwów on or before August 18 (i.e. before the end of the 8th game turn), then the Bolsheviks immediately win the game. If no Bolshevik unit ever enters Lwów by the end of the game, then the Poles win.

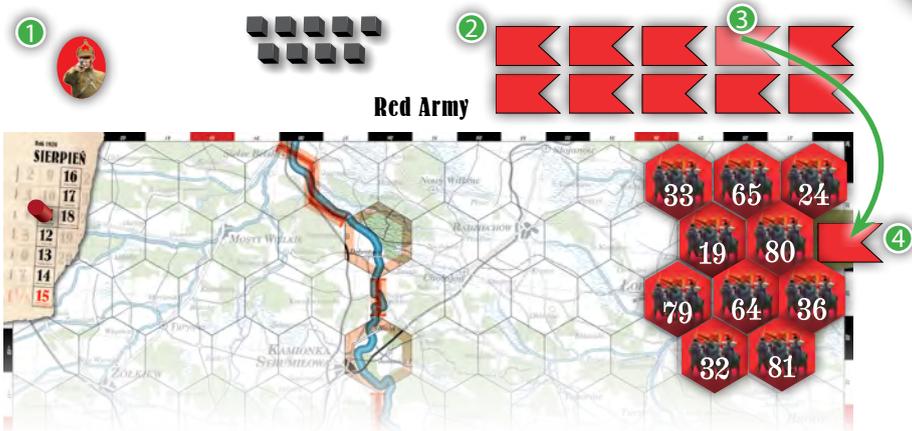
ADVANCED VERSION WITH MATCH PLAY

The advanced version adds several new elements: Commander, Commissar, and Advanced Scoring. These make the game even more interesting, but a bit more complex. We recommend trying the advanced rules only after players have played the basic game a few times.

Advanced Game Preparation:

The game is prepared according to the rules described on page 3. Additionally the Bolshevik player must:

- 1 Take the commissar token.
- 2 Take the 10 flags with regiment numbers, placing them face down (so the numbers are hidden).
- 3 Choose the number of a regiment to be (secretly) assigned to Horse Army Commander Semyon Budyonny and his headquarters.
- 4 Place this regiment's flag onto the board, on Budyonny's uniform sleeve. The flag is placed face down so that the Polish player does not see its number.



Goal of the advanced version:

In this version, players will play a match of 2 games, switching sides, to compare their Bolshevik scores in each game. Only the Bolshevik player earns points, for occupying special objective spaces. The Bolshevik player loses points for delays in the campaign. Whichever player earns more points will win the match.

Playing the advanced version:

The game follows the standard rules described on pages 4–11. There are some additional advanced rules, described in the sections below: *Commissar*, *Commander*, and *Game End and Scoring*.

Commissar

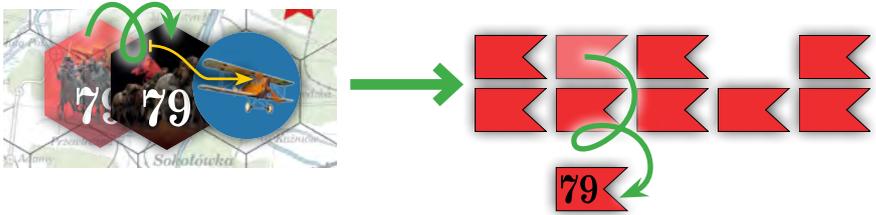
Once during the entire game, the commissar may force a selected Bolshevik unit to advance farther. The Bolshevik player states which unit will move an additional space. The commissar's threat works independently of whether the selected unit has already used its 2 actions, has crossed the river, or is dispersed. After using the commissar, remove its token out of the game.



Commander

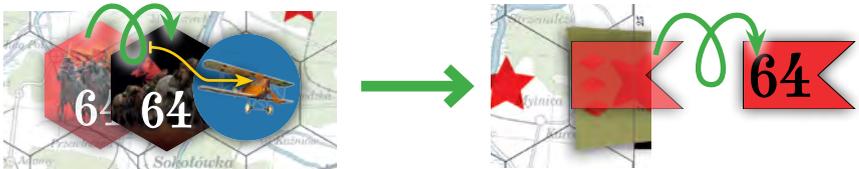
The Bolshevik side also has Horse Army Commander Semyon Budyonny and his headquarters. Budyonny increases his units' morale and directs all of the Bolshevik forces. If the specific cavalry unit secretly assigned to Budyonny reaches Lwów or its outskirts, then the Bolsheviks earn extra points at the end of the game. So the Polish player wants to identify which cavalry unit was secretly assigned to Budyonny, and keep this unit away from Lwów.

Each time a Polish unit disperses a cavalry unit, the Bolshevik player must give that regiment's flag to the Polish player. These collected flags go face up in front of the Polish player.



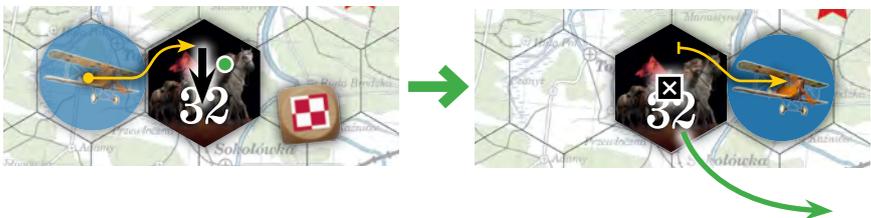
If the regiment was the one secretly assigned to Budyonny, then that is revealed, and its flag is removed from Budyonny's sleeve to go to the Polish player.

In this case, Budyonny's headquarters is permanently disorganized and Bolshevik morale drops. From now on, Bolshevik units may be permanently dispersed (i.e. eliminated).



Permanent Dispersing

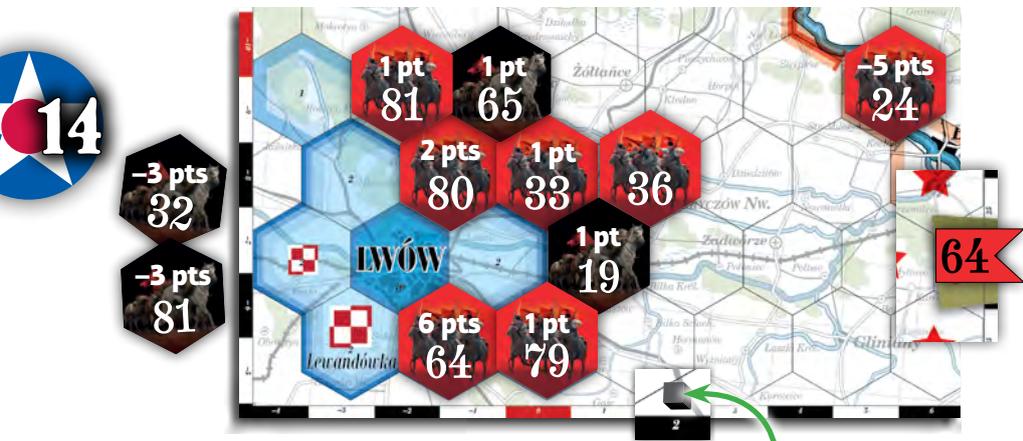
Once the headquarters is disorganized, every dispersed Bolshevik unit which suffers a second disperse result in the same game turn becomes permanently dispersed. A permanently dispersed unit is immediately removed from the game.



Game End and Scoring

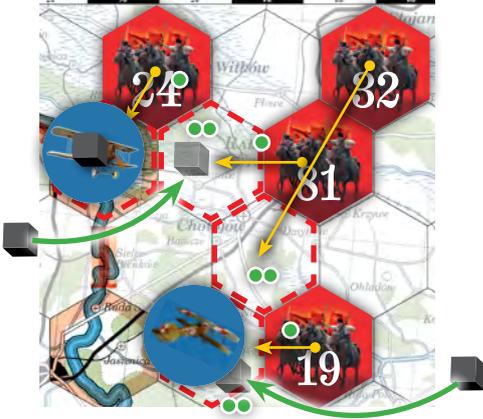
The game ends after the August 18 turn, or at the end of any turn in which a Bolshevik unit enters Lwów. In the latter case, the Polish player still does their turn, thus having a chance to gain points by permanently dispersing Bolshevik units (which is possible if the Bolshevik headquarters is disorganized). In this advanced game, any number of Bolshevik units may occupy the Lwów space. When a cavalry unit enters Lwów, it goes on top of any cavalry already there. If there is more than one cavalry unit in Lwów, then the Polish player may only attack the top one in the stack. Bolshevik units in Lwów cannot prepare to shoot.

After the last Polish turn, the Bolshevik score is calculated. The Bolsheviks receive 10 points for each cavalry unit in Lwów, and 2 points or 1 point for each unit in the outskirts of Lwów (as indicated on the map spaces), even if they are dispersed. Points earned by the cavalry regiment assigned to Budyonny's headquarters are multiplied by 3. Thus this special unit gives 30 points in Lwów, or 6 or 3 in the outskirts. The Bolsheviks lose 3 points for each permanently dispersed (eliminated) cavalry unit and lose 5 points for each cavalry unit which is east of (or on) the Bug river. After the first game of the match, you can use a black marker on the score track to remember the first game's Bolshevik score. Then change sides and play a second game. Whoever scores more is the winner.



In this game, the 19th, 33rd, 65th, 79th and 81st regiments are 2 spaces from Lwów and thus each give 1 point. (It does not matter whether they are dispersed or not.) The 64th and 80th regiments are 1 space from Lwów. The 64th regiment was assigned to Budyonny's headquarters, so it gives 6 points, while the 80th gives the usual 2 points. The 36th regiment is too far from Lwów, outside the scoring area, so it gives no points. The 32nd and 81st regiments were permanently dispersed, costing 3 points each, and the 24th regiment is still east of the Bug river, costing 5 points. Thus the Bolshevik total score is 2, since $(1 + 1 + 1 + 1 + 1) + (6 + 2) - (3 + 3 + 5) = 13 - 11 = 2$.

SAMPLE GAME TURN (basic game)



1. Bolshevik turn. The 24th regiment moves one space and must end its movement after crossing the river. The 81st regiment uses its 1st action to move and its 2nd action to prepare for shooting. The 32nd regiment uses both actions for movement, and the 19th regiment moves like the 81st did.



2. Start of Polish turn. The airplane over the 24th cavalry drops its bomb (1) for free, needing no action). The 24th Cavalry does not have a shot marker, so it cannot shoot back. Then, spending an action, it attacks the 81st cavalry, which is ready to shoot, by flying over it (2).



3. The Polish player rolls the die, getting a checkerboard result, and thus disperses the 81st regiment. The Bolshevik unit was ready to shoot, so it shoots the Polish plane (3), but the die result is malfunction (instead of a red star), i.e. a miss. The Polish airplane then flies on to the space on the opposite side, i.e. the Radziechów space.



4. For its 2nd action, the airplane flies over the 32nd regiment to shoot it (4), but the die roll is a miss. Because the space on the opposite side is occupied by another airplane, the moving plane must go instead to Sielec-Bierków or Połoniczna; it chooses the latter.





5. The Polish player wants to try shooting again at the 32nd regiment. This is not possible immediately, since an airplane cannot immediately move back to the space it just left. So for its 3rd action, it flies to Ohladów (5), and for its 4th action, it again enters the space of the 32nd cavalry to attack (but rolls another miss on the die). This 4th action (6) finishes the airplane's turn.



6. The second airplane uses its 1st action to attack the 32nd regiment (1); this attack succeeds. It then flies on to Radziechów.



7. Now the Polish player wants to fly south to attack the 19th regiment, needing to use its 2nd and 3rd actions to fly to Połoniczna (2, east of the 19th). For its 4th action, it attacks the 19th cavalry (3), which is prepared to shoot.



8. During the attack (3), the Polish player rolls a malfunction symbol (gears), meaning that the plane is damaged (e.g. the airplane's machine guns jammed), so the token is turned to its damaged side (4). The Bolshevik's shoot back (5), rolling a checkerboard, which means they miss, with no further effect. The damaged airplane cannot make an emergency landing this turn, however, because it has used all its actions. Next turn, it will be able to immediately return to the airfield for repairs.

Tomasz Ginjer

STARRY SQUADRON

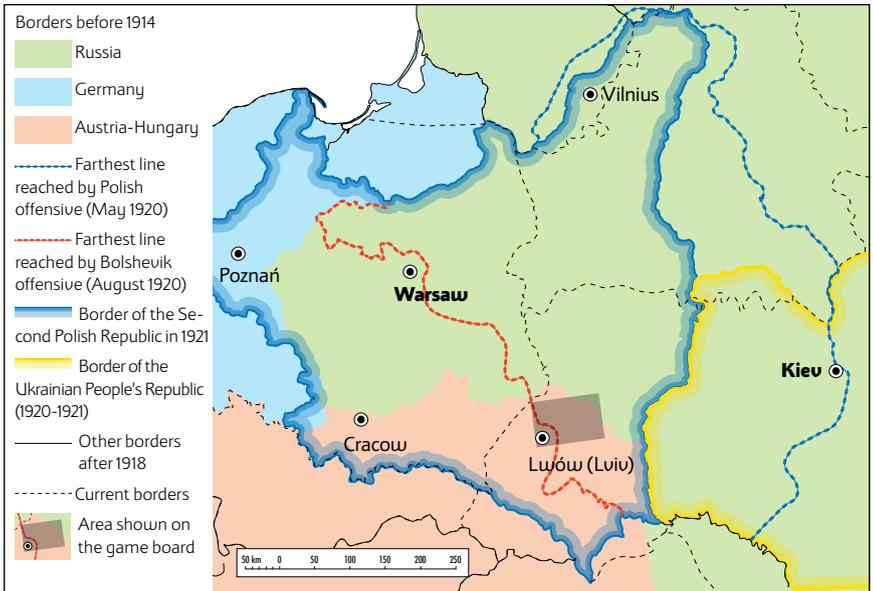
November of 1918 was a dramatic month on Polish territory. The end of World War I brought the defeat of all the partitioning powers: Russia withdrew from the fighting, crippled by the bloody Bolshevik Revolution, and Germany and Austria-Hungary were defeated by the English-French coalition. For the first time in over a hundred years, the Polish people had a real chance to rebuild their own independent state.

But the young country faced the threat of a new war, as some of its borders were not established, and there would be military fighting over them. Such a situation occurred in Lwów, which had been a city of Polish culture and art for centuries. Before World War I, Lwów was a center of Polish cultural and political life, and one of the most important cities of the future Second Polish Republic. However, Lwów was also important for Ukrainians, who occupied one of the important buildings in the city on November 1, 1918. In response, Polish students and teenagers spontaneously organized a defense. These young people became known to history as Lwów Eaglets. Heavy fighting broke out for several months in the city and its surroundings. Lwów's former Austrian airport Lewandówka was in Polish hands. On November 5, two pilots, Stefan Bastyr and Janusz de Beaurain, who previously served in the Austrian army, took off from this airport in a two-seater plane and attacked Ukrainian troops retreating from Lwów's main railway station. It was the first Polish air combat action in history.

Two days later, the same pilots flew to Cracow to ask for help for the besieged city of Lwów. They landed at the airport Rakowice, a well-equipped air base which Poles had taken over from the Austrians a week earlier. Later that same day, the 3rd Air Squadron was formed. Its members were experienced pilots from Cracow who had previously flown for Austria. On December 2, the entire squadron joined the battle for Lwów. The squadron carried out combat missions (strafing and bombing enemy troops), as well as observation and reconnaissance. Some pilots also fought duels with Ukrainian aircraft. In the spring of 1919, Lt. Stefan Stec became the commander of the squadron, which was renamed from the 3rd to the 7th. On his initiative, the unit became officially a Fighter Squadron – the first in Polish history. This happened in August,

The Polish Air Force in November, 1918, was independently organized in several places. At each of them, German and Austrian air bases and aircraft were taken over. The pilots were Poles who had previously fought in the armies of the partitioning powers (mainly the Austrian army, where they could become officers, unlike in the German army). The planes were marked with ad hoc identifying signs: in Warsaw, the German crosses were covered with a white and red shield, in Cracow with a white square with a red "Z", and in Lwów with white and red stripes on the wings. Lt. Pilot Stefan Stec sneaked out of Lwów, which was surrounded by Ukrainians, to make a report to Polish commanders in Warsaw. The plane which he flew was marked with a white and red checkerboard, a personal emblem which Stec had used earlier while serving in the Austro-Hungarian air force. General Stanisław Szeptycki liked the checkerboard. On December 1, 1918, he issued an order establishing the white and red checkerboard, inside a frame with the colors swapped, as an insignia for the entire Polish Air Force.





and all pilots changed from two-seat reconnaissance planes to the single-seat Albatros C.III (Oef.) (see page 30).

After fierce battles, Ukrainian troops were forced out of Luów in March, and in July, 1919, Polish troops pushed them back across the Zbrucz river. Soon, the Second Polish Republic and the Ukrainian People's Republic signed a truce, and later a military alliance. Poles and Ukrainians both began to realize that the struggle over these areas would soon turn into a war for existence. They would have to face the communist regime built on the ashes of tsarist Russia.

The Bolshevik leader, Vladimir Lenin, believed that the revolution should be "exported" to highly industrialized countries like Germany and France. Revolution should break out in these countries thanks to strong labor movements, supported by the Bolshevik Red Army. This meant, however, that en route to the West, the Bolsheviks must first suppress Poland and Ukraine.

Even worse, Western workers enthusiastically supported "the world's first country of peasants and workers" and wished its victory over "bourgeois Poland", because this meant the victorious march of the Red Army into Germany and France. So they supported the Bolsheviks by diverse means, most of all by blocking shipments of arms and ammunition to Poland.

Because of intensive propaganda, the West (and in particular workers) considered communist Russia a dream country of social justice, and they had no idea of the true nature of the Soviet government. Democracy, freedom of speech, conscience and religion, an independent judiciary, a free market – to name some values – would be replaced by terror, forced collectivization, expropriation, and mass exile to brutal labor camps from the Urals to the Atlantic. For

Poles, defeat would mean a loss of independence – a conquered Poland would become the next Soviet Republic. For Europe, a Bolshevik victory would mean the total annihilation of over two millennia of culture and civilization. Poles and Ukrainians, fighting for their own independence, fought for the survival of the same in Europe.

Lwów received not only military reinforcements but also humanitarian aid. It was organized mainly by the American Relief Administration, a government organization established to support war-ravaged Europe. One of its workers was an American pilot from World War I, 26-year-old Capt. Merian C. Cooper, who went to Lwów several times during the April battles. The heroic defense of the city made a huge impression on him. What's more, he remembered that his ancestor, John Cooper of Georgia, had fought 150 years earlier for the freedom of the United States under the command of Generals Kościuszko and Pułaski. Merian C. Cooper realized that this was an extraordinary opportunity to pay back this US debt to the Polish people. He decided to organize a US air squadron, fighting as volunteers on the Polish side. His idea appealed to Cooper's colleagues stationed in Paris, as well as to Polish staff officers. At first, Marshal Piłsudski was skeptical. "Poland is able to fight her own battles," he said in an interview with Cooper. "Paid mercenaries are not needed here." "We desire only to fly and fight for Poland," Cooper replied. "with pay and privileges equal to Polish officers – no more than that." In a brief discussion, he was able to convince the wary Piłsudski that airplanes can sometimes be more effective in battle than cavalry, which was so highly esteemed by Poles. The Marshal agreed. On October 14, 1919, the first American pilots, under the command of Maj. Cedric Fauntleroy reported for duty in Warsaw before Piłsudski, who assigned them to the 7th Squadron. Three days later, the pilots arrived at the Lwów airport Lewandówka. Over the next month, they familiarized themselves with the new machines and the city. They quickly realized that their unit was missing something important – they had no emblem!

The squadron's youngest pilot, 19-year-old Elliott Chess, decided to tackle the problem. After lunch in the Oval Hall of Lwów's George Hotel, he took a menu and began to sketch on its back. After a moment, he showed his colleagues a circle with 13 stars and vertical stripes, symbolizing the first 13 US states, reminiscent of the Great Seal of the United States, with crossed scythes and a Cracow cap with a peacock feather – in homage to the squadron's patron, Tadeusz Kościuszko. Initially, not everyone was enthusiastic, but after some discussion, the emblem was accepted as excellent.

On November 22, there was a grand parade. It included an air show by the 7th Squadron, and all its planes already had the new emblem. The spectacle was enthusiastically received but had a tragic end: during the daredevil acrobatics of Lt. Edmund Graves over the city's rooftops, part of his upper wing broke off. The pilot reacted quickly, trying to eject with his parachute. Unfortunately, the ground was too close, and Lt. Graves died on the spot. His funeral became a major event for the whole city, and his death strongly bound his American colleagues to Poland.



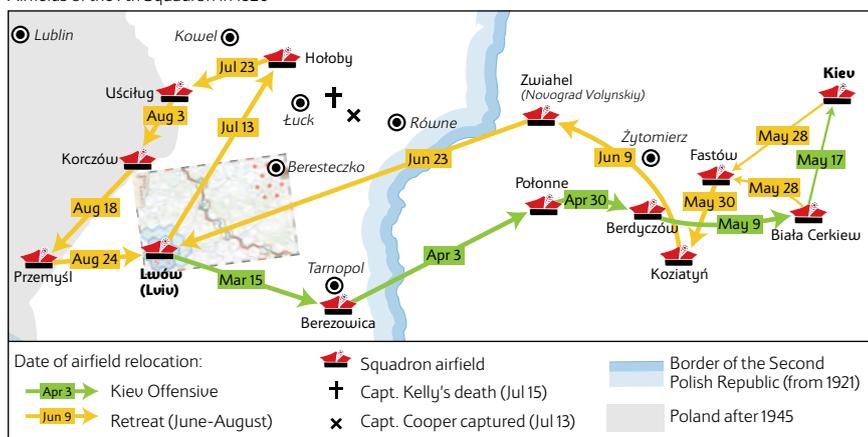
Lt. Pilot Elliott Chess leaning against an Albatros with the emblem he designed.

The pilots spent Christmas 1919 in Lwów. Their officers' pay was quite modest, but thanks to the generous support of the Prince and Princess Radziwiłł, they could afford a real "American-style" Christmas dinner. To make their lives easier, at least linguistically, the Americans shortened the name of their Bolshevik enemies and called them simply "Bolos".

Soon, the squadron was sent to an airfield near Tarnopol, where it carried out liaison and reconnaissance flights, often during blizzards and extremely low temperatures which could stop the engines during flight, sometimes forcing pilots to land unexpectedly in random places. On March 5, 1920, the weather began to improve. Lt. Harmon Rorison joined the squadron to fly reconnaissance missions shortly after the death of Graves. "Little Rory", a cocky redheaded fellow who needed some extra cushions to see well from his plane, saw a large troop concentration at the train station in Wołkowińce. Poles? Rory had heard nothing about any Polish movement in this area. What if these were Bolos...? Rory descended and saw a red flag waving over the station. "That's them! Let's go!" he whispered, and dived abruptly. In the Kościuszko Squadron's first contact with the enemy, in less than ten minutes one mad little pilot with two bombs and two machine guns neutralized an enemy unit with over a thousand soldiers! This action finally convinced Polish staff officers how effective an airplane can be. The sudden increase in squadron activity, however, led to increasing equipment failures in the heavily used Albatroses, and Fauntleroy demanded new aircraft. In early April, he went with five pilots to Warsaw to get newly acquired Italian Ansaldo Balilla fighters (see page 31). On April 25, 1920, when Piłsudski launched an offensive that was to forestall an expected Soviet attack, break the Bolshevik armies, and support the Ukrainian People's Republic, the squadron was even more active. With half of its pilots flying, they had their hands full. They conducted reconnaissance flights, which often "accidentally" turned into attacks. Either way, the Polish division headquarters highly valued the speed and regularity with which the Kościuszko Albatroses delivered reports and orders.



Airfields of the 7th Squadron in 1920



The Polish offensive advanced rapidly. Already on April 27, Polish troops marched into Berdyczów. The city was stormed with strong support from the air. Capt. Cooper, Lt. Clark and Lt. Konopka attacked the Bolshevik troops several times. Lt. Noble successfully strafed a railway station and a Soviet armored train there. During this attack, however, he was shot in the arm. Despite losing a lot of blood, he successfully returned to PoTonne (50 miles) and landed safely, almost losing consciousness. He was pulled from his cockpit and rushed to a field hospital. The wound was serious, with a blood infection, and only later in a hospital in Paris was his life saved, with great difficulty, and for the rest of his life, his right elbow was paralyzed.

Throughout the 1920 campaign, the ground personnel and all squadron equipment (portable hangars, workshops, kitchen) were in railway carriages, and therefore when searching for new airfield locations, the pilots checked whether they were near railroad tracks. This organization allowed quick relocations, but it was also very

uncomfortable. The squadron's ground equipment was very modest, and its logistics were even more difficult due to the chaotic conditions near the front. Lt. Noble said, "I'm trying to build two hangars. We have two monkey wrenches, eight alligator wrenches, some sledgehammers, and axes, and of course nothing lines up as it should." Besides the everyday difficulties, there were jammed guns (sometimes right after takeoff), shot radiators, rough running engines, and bullet-riddled fuselages and wings to deal with. The few Polish mechanics assigned to the squadron worked with great dedication, but they could not keep up with all the work, so the pilots worked on the ground together with them, taking off in their planes right after getting them working again, which disturbed the Polish staff officers: "Some of the more elegant officers were staring at us like we were crazy," Cooper recalled. "I was dressed in my usual clothes for flying: a gray flannel military shirt, pants smeared in oil, and a pair of big heavy American boots. The only thing making me look like a pilot was the goggles hanging around my neck. I think that most of those elegant gentlemen would not want to get their hands dirty with oil like us – but we were also officers."

On May 2, Fautleroy arrived with the new airplanes for the squadron, stationed in Berdyczów. The front was moving so fast that only a week later Ukrainian and Polish troops paraded in Kiev, just liberated from the Bolsheviks, and Biała Cerkiew (Bila Tserkva) became the squadron's new airport. From there, the squadron conducted reconnaissance flights, as usual not missing any opportunity to attack as well. On a May 10 flight, Crawford attacked Bolshevik ships. They were full of troops and equipment, transporting them across the Dnieper, which



Lt. Pilot Edward Corsi shows a tube in which reports and orders were dropped from airplanes.



was the front line. Well-aimed incendiary shots caused a huge explosion which tore one ship apart. Later in May, similar flights were made in formations with Polish bombers, under the command of Cooper, who was sent to the Kiev airport especially for these missions. The airmen conducted these attacks with great ferocity. Cooper recalled: "Clark dived so low that it seemed he would hit the steamship's smokestack. That was his specialty – few maneuvers and a low altitude attack. That evening, our staff intercepted a report, in which a Bolshevik General explained that his attack failed due to the disruption caused by an attack of thirty Polish aircraft. In reality, there were only eight of us – five bombers and three fighters."

Driven back across the Dnieper, however, the Bolsheviks were preparing a massive offensive. On a May 25 reconnaissance flight in the area of Humań, Lt. Crawford saw a huge group of 6000 cavalry heading toward the Polish positions. He shot at them, then returned with a report. "It seemed to me that all over the whole wide world, there was not as much cavalry as I saw there," he told his colleagues. The next day, his report was verified by Lt. Serńkowski, who estimated the enemy numbers around 10,000. It was the first divisions of the 1st Horse Army commanded by Semyon Budyonny. These reports electrified the Polish command. This Horse Army, with about 17 thousand mounted riders, was dangerous not only because of its size. It could also move much faster than Polish troops, who were mainly infantry, and were scattered along the front. This cavalry was only a part of the Bolshevik Western Front, which included over 250 thousand soldiers, all directed toward Poland. The Bolsheviks were commanded by 27-year-old Mikhail Tukhachevsky. "Over the corpse of White Poland lies the road to worldwide conflagration!" he declared.

The Polish army began to retreat along the entire line, and repeated attempts at a counteroffensive could not stop the Bolshevik onslaught. Within two months, from mid-June to mid-August, the Red Army pushed the entire length of the front westward, between 400 and 700 km, reaching the Vistula River in the north, and dangerously nearing Luów in the south. The retreat of the Polish forces in the south was supported by the Air Force. The 7th Squadron was the first in the history of air warfare to protect retreating friendly ground forces. Thanks to their equipment being quartered in railway carriages, the squadron could evacuate quickly when the Bolsheviks neared. Air reconnaissance could give quick warning about Budyonny's Cossacks, who moved extremely fast. The commander of the Polish 13th Infantry Division sent a report to the commander of the Southern Front: "The American pilots, though exhausted, fight tenaciously. They are performing their reconnaissance wonderfully. During the last offen-

A 7th Squadron Albatros at the airport in Połonne.
In the background, a portable canvas hangar, which
was used at the airfields. It could hold one plane.





Lt. Pilot George Crawford, Capt. Pilot Merian C. Cooper and Lt. Pilot Harmon Rorison in front of a train in which the squadron equipment was transported. They are posing in their everyday work clothes.

sive, their commander attacked enemy formations from the rear, raining machine-gun bullets down on their heads. Without the American pilots' help, we would have long ago been done for." Further proof of the effectiveness of the American squadron was information that the Bolsheviks offered a large cash bounty for the head of every American. "Fancy being considered that important!" Capt. Arthur Kelly remarked.

The planes were pushed to the limits of their endurance, just like the people. On July 13, Capt. Cooper was shot down and taken prisoner, and two days later Capt. Kelly died. To make matters worse, Lt. Rorison and Lt. Shrewsbury were forced to return home due to important family reasons. On August 10, Lt. Konopka was taken to the hospital after a crash landing, and five days later Lt. Crawford, who was appointed squadron commander after the loss of Cooper, was grounded by illness. The 7th Squadron now had only four pilots: Chess, Corsi, Serikowski and Weber. Lieutenant Colonel Fauntleroy joined them, despite the fact that he was already the head of aviation for the 2nd Army.

Budyonny, at the prompting of the front's political commissar, Joseph Stalin, marched toward Łwów, ignoring Tukhachevsky's orders sending him north toward Warsaw. On the morning of August 16, his troops crossed the Bug river, the last natural defense before Łwów. They were now only 40 kilometers from the city. In Łwów there were practically no Polish troops, and the closest unit, the 13th Infantry Division, was two days' march away from the city. The air units received a simple command: "Stop the enemy's attack from the air." The 16 functional aircraft remaining in the IIIrd Air Group* (and 5 in the 7th Squadron) were almost continually in

* It consisted of four squadrons (5th, 6th, 7th and 15th). In principle, one squadron should have 10 airplanes.

the air. They were landing in Lewandówka only long enough to replenish their fuel, ammunition, and bombs. Thus the Bolshevik columns were under constant attack. Sometimes pilots who had exhausted their ammo attacked the Cossacks more directly, banging their airplane wheels against the Cossacks' heads. Every day the pilots flew up to five sorties. Within five days (August 14–18), the Horse Army was attacked with nearly 9 tons of bombs and over 25 thousand bullets.

The fierce Polish attacks took a heavy toll on the Bolsheviks: "The armed forces were attacked from the air no less than three times a day, and suffered huge losses in both men and horses. On August 17, in the 6th Cavalry Division alone, 100 men and 1000 horses were either wounded or dead. One of the attacks on the 6th Division was conducted solely by planes," reported Budyonny on August 18 to the headquarters of the Western Front. Late in the evening that day, the first troops of the Polish 13th Infantry Division reached Lwów – the city was saved. Two days later, Budyonny obeyed Tukhachevsky's week-old order and headed toward the Polish capital. But it was already too late.

While the whole world thought that Poland's defeat was only a matter of days, on August 16, Marshal Piłsudski's brave counterattack was launched against the Bolshevik forces nearing Warsaw. In two days the Bolshevik triumph turned into a retreat. This battle went down in history as the "Battle of Warsaw", "Miracle at the Vistula" and "Eighteenth decisive battle of the world."

The 7th Squadron pilots did not engage in the pursuit of the Bolsheviks. They stayed in Lwów for a well deserved rest. Their participation in the war, however, had a sad epilogue: on August 31, newly arrived pilot Capt. John McCallum died in a plane crash. Like Lt. Graves and Capt. Kelly, he was buried in Lwów. In 1925, their bodies were buried side by side in the Cemetery of the Defenders of Lwów. A statue of a winged pilot leaning on a shield stands over their graves. In the middle of 1921, Cooper arrived in Warsaw, after escaping from Soviet captivity and making his way through Latvia while pretending to be a deaf-mute. He and the remaining Americans were promoted and honored by Marshal Piłsudski, and soon they returned home. Their Polish colleagues in the 7th Squadron conserved not only their memory, but also their emblem, proudly painted on all their aircraft. In 1925, the squadron's number was changed to 121, and three years later to 111. Throughout the interwar period, all young fighter pilots dreamed of serving in this squadron. The legend of the heroic Americans was commemorated in the 1930 Polish film 'Gwiazdzysta eskadra' (Starry squadron). It was the most expensive Polish film of its time, and it presented the squadron's history during the war in 1920 (with a fictionalized love story added). The film is known only from surviving posters and individual film stills. There are ongoing efforts to find an intact copy: all known copies were destroyed by the Soviets after 1945.

In September, 1939, pilots of 111th Fighter Squadron defended Warsaw. After the defeat of Poland, these pilots became 303 Polish Fighter Squadron, which proved to be the best Allied unit in the Battle of Britain. The starry emblem remained on the Polish aircraft until the unit was disbanded in December, 1946. The emblem returned in the year 1993 on the planes of the Fighter Regiment "Warszawa". But that's another story...



On Stalin's order, Lwów was taken from Poland in 1945 and incorporated into the Soviet Union. The monument to the heroic Americans, along with the entire cemetery, fell into neglect, and then in 1971 it was razed by Soviet tanks and bulldozers. It was rebuilt after the fall of the Soviet Union and the emergence of independent Ukraine, in 2001. On the day before its opening, the English inscription was defaced, by order of the Lwów city council, and is now barely visible.

Rebuilt monument for the American pilots in the Cemetery of the Defenders of Lwów.



Lt. Col. Pilot (Brig. Gen.) Merian Caldwell Cooper (1893–1973)



Born on October 24, 1893 in Jacksonville, Florida. During World War I, he fought as a bomber pilot. He was shot down in 1917 (burning his hands while trying to save a crew member from the burning plane) and was captured by Germans. Released after the surrender of Germany, he joined the American Relief Administration, providing humanitarian aid to war-torn Europe, and soon made contact with Gen. Tadeusz Rozwadowski, to whom he proposed creating a volunteer squadron of American pilots in the Polish Armed Forces.

During a sortie on July 13, 1920, he was shot down by Bolsheviks. As a Polish officer and commander of the squadron hated by the Bolsheviks, he could expect a firing squad. His life was saved by his blistered hands and his old surplus sweater

showing the name of the previous owner, Cpl. Frank Mosher. Thanks to this, Cooper successfully pretended to be a lower ranked soldier. As a prisoner of war, he was sent to prison camps, where he lived in very difficult conditions (including becoming ill from typhus). On April 12, 1921, he escaped from a camp near Moscow together with two Polish soldiers. During the 450-mile trek towards Latvia, he pretended to be a deaf-mute. He arrived in Warsaw a week before a decoration ceremony with Józef Piłsudski for the pilots of the 7th Squadron.

After he finished his service for Poland, he returned to the United States. He worked as a journalist, and soon became a filmmaker. In 1933, he was the producer, director and story writer of the film 'King Kong', one of the most famous films in cinema history. He appeared in an uncredited role as a fighter pilot who kills the giant ape in the final scene.

His memoirs of the Polish-Soviet War were published in 1922 in Polish as 'Faunt-le-Roy i jego eskadra w Polsce' (Faunt-le-Roy and his Squadron in Poland). In 1927, under the pseudonym 'C' he published an anonymous autobiography 'Things Men Die For', but for personal reasons he ordered that almost all copies of the book be bought and destroyed.

During his later life, he was in touch with Poles living in America, and in 1941 he visited 303 Polish Fighter Squadron in England. During World War II he served in the US Air Force, including as Chief of Staff of the US Air Force in China. In recognition of his service, he took part in the Japanese surrender ceremony. In 1952, his achievements in film were honored by a star on the Hollywood Walk of Fame. After the war he continued to work in the film industry, and later in the airline industry (including for PanAm).

He died in 1973 in San Diego, with the rank of Lieutenant Colonel in the Polish Armed Forces and Brigadier General in the US Army. He received various military honors, including the Polish decorations Virtuti Militari and three Crosses of Valor.



Col. Pilot Cedrik Errol Fauntleroy (1891–1963)



Born on December 22, 1891, in Natchez, Mississippi. He came from a family of French immigrants (his family name was originally Faunt-le-Roy, which is how he signed his name). A mechanic by profession, he went to France in 1916, where he was trained as a factory test pilot. During World War I on the Western Front, he flew more than 300 sorties, including in the famous US 94th Aero Squadron nicknamed "Hat in the Ring". After the war, he accepted the post of head of pilot training in the Polish Armed Forces, but he resigned when Merian Cooper invited him to serve in a volunteer fighter unit. He became commander of the 7th Squadron, then commander of the IIIrd Air Group (which included the 7th Squadron), and in July 1920 he became head of the Air Force of the 6th Army.

Despite his high rank, he personally flew sorties throughout the Polish-Soviet war. He was awarded a Silver Cross *Virtuti Militari* and three Crosses of Valor.

In May of 1921, he returned to the US, where he worked in civil aviation. In 1925, he was a founder of the Kosciuszko Foundation. Upon learning of the German invasion of Poland on September 1, 1939, he reported to the Polish embassy as a volunteer in the Polish Army, but his intentions were unfortunately not realized due to the quick collapse of Poland. He died in 1963.



A reconnaissance flight by Major Fauntleroy near Pohrebyszcze, May 31, 1920

On May 31 during a reconnaissance flight, Fauntleroy noticed suspicious activity near railroad tracks in dense bushes. After some observation, he saw dozens of Cossacks digging near the rails and several hundred others hiding in the bushes on both sides of the track. "My God – they're mining the track! An ambush!" Fauntleroy looked behind him and broke out in a cold sweat. A few kilometers away, a train full of Polish soldiers was approaching the trap. The pilot quickly turned back and dove rapidly toward the train. He flew just above the tracks and then ascended just before hitting the locomotive. He turned around and repeated the maneuver, but the only result was a warning whistle from the locomotive. Fauntleroy turned around again and this time flew alongside the locomotive, risking collision with buildings along the track, while desperately pointing toward the forest. Another whistle. He passed around a tree, turned around and flew alongside the entire train, repeating his gestures. Amused by the unexpected entertainment, soldiers waved cheerily to him. Fauntleroy was close to despair. "Good Christ! Do they think I'm kidding?" Suddenly the train's wheels squealed shrilly as it slowed to a halt – a concerned officer must have pulled the emergency brake. The pilot landed in a field near the track and leapt out as if on fire and ran toward the train. Several officers were running toward him. "Damn you! Do any of you speak English?" Fauntleroy asked breathlessly. "I do", said a young lieutenant. "What do you mean by stopping our train?" "What do I mean!" Fauntleroy screamed furiously. "That – that forest!" "Yes? What about it?" asked the officer. "Hell! Cossacks! They've mined the tracks! Understand?" Five minutes later, the unsuspecting Bolsheviks were attacked from the ground and from the air. The whole battle lasted less than a quarter hour. ('Wings Over Poland')

Lt. Pilot Aleksander Ścinkowski (1897–1964)



Aviation engineer, pilot. Born in Lwów, the son of Julian Ścinkowski, a General in the Austro-Hungarian army. During World War I, he fought in the Austrian army. In November, 1918, he joined the 3rd (later 7th) Fighter Squadron, and in May 1919 he received a pilot's license. He spent his entire military time in the 7th Squadron. In the 20s and 30s he worked in the Polish aviation engine industry. He took part in the most important projects, engines for the PZL P.11c fighter and the PZL.37 "Łoś" (Moose) bomber. In September, 1939, he relocated through Romania to France, where he worked in an engine factory in Lyon. He then moved to England and in 1942 started work in the engine factory of Bristol Aeroplane Company Ltd. In 1944 he became head of the design department of aircraft and aircraft engines at Roy Fedden Ltd, and in 1947 he became head engineer at the Harry Ferguson tractor company

in Coventry. In 1962 he became lead design engineer. Under his guidance, the Ferguson TE20 tractor was created, which became the basic model produced in the UK.

During World War II he took part in preparations for the post-war reconstruction of Polish industry. He was active in the Polish community in the UK, raised funds for the National Treasury of the Polish government-in-exile. He died in Coventry in 1964. He was awarded a Class V *Virtuti Militari*, four Crosses of Valor, a Gold Cross of Merit, and a Knight's Cross of the Order of Polonia Restituta.

A reconnaissance flight of Lt. Ścinkowski near Humań, May 25, 1920

Ścinkowski turned a bit and flew following the road from Humań to Targowica. Raising his eyes, he saw a huge column of dust rising a dozen miles ahead. It was thick and seemed to cover half of the horizon. Ścinkowski watched intently to see what could stir up so much dust. Approaching and slowly descending, he saw more clearly: horsemen, eight abreast, in a great column several miles long. Sandy gray jackets and black fur hats, worn at an angle. Each was armed with a long saber hanging from his waist and a carbine slung over his back. Cossacks – hundreds and thousands of Cossacks, in a huge column extending out of sight like a long, gray caterpillar. Awed by the sight, the pilot ascended and began to count the enemy army. After the first ten thousand, he stopped counting and began estimating roughly. He figured they were at least thirty thousand*! Ścinkowski immediately realized the importance of what he was seeing. Thirty thousand Cossacks, riding northwest in one huge mass. Gasping, he turned his Balilla and headed home for the Polish lines. ('Wings Over Poland')

* In fact, Ścinkowski could have observed not more than 10,000 Cossacks (see p. 22). The author of 'Wings over Poland', K.M. Murray, wrote his book 10 years later, based on what he remembered of his colleagues' stories. Although the story is generally reliable, some minor details may be erroneous.

Pilots of the 7th Squadron (October 1919–May 1921)



Lt. Pilot Elliott William Chess



Lt. Pilot Carl H. Clark



Capt. Pilot Edward C. Corsi



Lt. Pilot George Marter
Crawford



Capt. Pilot Edmund Pike
Graves († October 22, 1919)



Capt. Obs. Pilot Arthur H.
Kelly († July 15, 1920)



Lt. Pilot Władysław
Konopka



Lt. Pilot Edwin Lawrence
Noble



Capt. Pilot Harmon
Chadbourne Rorison



Lt. Pilot Kenneth O.
Shrewsbury



Lt. Pilot Jerzy Weber

Pilots who came to Poland and joined
the squadron later.

Lt. Pilot Richard C. Allen

Capt. Pilot John S. McCallum
(† August 31, 1920)

Lt. Pilot Carl F. Evans

Lt. Pilot Thomas Henry Garlick

Lt. Pilot Stanisław Gutowski

Lt. Pilot Charles E. Hayes

Lt. Pilot S. T. Kauffman

Lt. Pilot John Inglis Maitland

Lt. Pilot Kenneth Malcolm Murray

Lt. Pilot John C. Speaks

Albatros D.III (Oef.)

German fighter constructed in 1916. It entered military service in the beginning of 1917, and by the middle of 1917, it was in a majority of German fighter squadrons. It was a fairly easy plane to fly and reliable, although its maneuverability was inferior to Entente fighters.

It had a mixed structure: the wings and tail were wood covered with canvas, and the fuselage was covered with aluminum in front and with plywood in back. It was armed with two machine guns mounted on the fuselage, synchronized with the propeller's rotation (technology used since 1915 to prevent shooting one's own propeller).

In the spring of 1919, the Polish Armed Forces bought 38 upgraded licensed versions of the Albatros, built in Austria in the Österreichische Flugzeugfabrik AG (Oeffag – hence the designation in the aircraft name). They went to the 7th and 13th Fighter Squadrons. Lt. Elliott Chess re-engineered the synchronization of the machine guns in the 7th Squadron, doubling their rate of fire. Chess also mounted bomb launchers under the wings.

The 7th Squadron was divided into two flights. The airplane noses were painted red in the 'Pułaski' flight and blue in the 'Kościuszko' flight. Due to extremely heavy use, as well as combat losses, in August 1920 the 7th Squadron had only 3 Albatroses.



Wingspan:	29 ft 6 in (9m)
Length:	24 ft (7.35 m)
Max speed:	123 mph (198 km/h)
Service ceiling:	16 400 ft (5000 m)
Range:	187 miles (300 km) / 2 hrs. flight
Armament:	2 machine guns

Ansaldo A.1 Balilla

Italian fighter built in 1917. It did not play a great role in World War I. In 1919, a Polish military mission acquired 35 Balillas and a manufacturing license. In May of 1920, the first 5 arrived in Warsaw and were given to pilots of the 7th Squadron. These planes were slightly faster than Albatroses, but they had twice the range, which was essential for the operations of the 7th Squadron. But they proved difficult to pilot, and the huge engine blocked the view during takeoff and landing. Additionally, the engines suffered maintenance problems. Fauntleroy, who was a mechanic, investigated for a week and found that the problem was the carburetor nozzles, which were adapted for Italian aviation fuel. In the end, he himself made new nozzles for all the planes. Of the 5 new aircraft, only 3 reached the airport in Berdyczów: 2 of them were destroyed during stopovers in Łuck by Lt. Chess, who "landed" on Fauntleroy's Balilla which was parked on the runway. Both planes were completely destroyed.

The Balilla was found to have two advantages. One of them was the fuselage, which tapered toward the rear with a triangular cross-section, which greatly enlarged the field of vision behind and below. The other was its spare fuel tank, which saved the life of squadron pilots several times. Soviet bullets quite often riddled the main tank, and so then the spare tank, with enough fuel for 20 minutes of flight, let the pilot leave the fire zone and reach Polish lines. As Albatros usage dropped, by August 1920 the majority of the 7th Squadron's airplanes were Balillas.



Wingspan:	25 ft 2 in (7.68 m)
Length:	22 ft 5 in (6.84 m)
Max speed:	140 mph (220 km/h)
Service ceiling:	16 400 ft (5000 m)
Range:	330 miles (530 km)
Armament:	2 machine guns

1st Horse Army

The 1st Horse Army was the main Bolshevik force on the southern front of the war in 1920. Its commander was Semyon Budyonny, a capable and extremely brave non-commissioned officer in the tsarist army, who organized a marauding guerrilla unit of mounted Cossacks during the revolution in 1917–1918. Budyonny's appointment to division commander, and then to commander of the whole army, did not change the behavior of those under his command. Already during its first operation, against anti-Bolshevik forces (so-called White Russians) at the end of 1919, the 1st Horse Army became known for brutal murders, rapes and looting carried out against civilians and prisoners of war.

On May 27, this cavalry unit began fighting on the Polish front. It had 42,000 men (including approximately 17,000 on horseback), nearly 500 machine guns, 70 cannons, 4 armored trains and 36 armored cars. It was a formidable fighting force with extraordinary mobility, which helped it make sudden unexpected attacks, for example breaking a front at its weak point, surrounding retreating units, and sowing confusion in the rear. The morale of Polish troops was also weakened by the grim reputation of the 1st Horse Army, which was periodically confirmed by their acts of terror such as murdering staff and patients at a field hospital in Berdyczów on June 11.

At the urging of political commissar Joseph Stalin, Budyonny ignored orders by Tukhachevsky and instead of heading to Warsaw, he continued attacking toward Lwów, which helped the Poles to win the Battle of Warsaw. The cavalry, pushed back from Lwów, headed north to attack the rear of the Polish forces pursuing Tukhachevsky's army. Along the way, they tried unsuccessfully to conquer Zamość. Repulsed from the city, on August 31, they were severely beaten by approximately 1500 cavalrymen of the Polish 1st Cavalry Division of Colonel Juliusz Rómmel near Komarów, during the last great cavalry battle in history.



Want To Know More?

Available for Kindle:

Kościuszko Squadron 1919–1921, by Tomasz J. Kopański and Zygmunt Kozak

Books (available from internet bookstores):

Flight of Eagles: The Story of the American Kosciuszko Squadron in the Polish–Russian War 1919–1920, by Robert F. Karolevitz and Ross S. Fenn (Sioux Falls, S.D.: Brevet Press, 1974)

Kosciuszko, We Are Here!, by Janusz Cisek (Jefferson, NC, 2002)

White Eagle, Red Star: The Polish-Soviet War 1919-1920 and The Miracle on the Vistula, by Norman Davis (Random House, London 2003).

A Question of Honor, by Lynne Olsen and Stanley Cloud, (Random House, London 2003),
Chapter 2: "This Race Which Would Not Die".

Free access:

Wings Over Poland, by Kenneth M. Murray (New York, London 1932)

<http://babel.hathitrust.org/cgi/pt?id=mdp.39015023949715> (accessed April 2015)

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