

Air Of Battle A Pilots Account Of World War One

Over sixty years ago a battle took place that, if it had succeeded, could have shortened the Second World war by six months. The operation to take the bridges at Arnhem was given the code name 'Operation Market Garden', Market being the air side of the operation and Garden the subsequent ground operation. The main problem was communications between the ground forces and the re-supply aircraft of the Royal Air Force. It's their efforts and the courage on evident display at Arnhem that the book is based upon. Over a period of seven days troops of the 1st Airborne were taken by the RAF in towed gliders and then in subsequent days showed courage of the highest order to make sure that the ground troops were supplied with ammunition and food to sustain them in their efforts to take the bridges at Arnhem. Their efforts were costly, 309 aircrew and 79 Air Dispatchers were killed and 107 aircraft, which included the men and aircraft who supported the main re-supply armada. One of the re-supply aircraft, flown by F/Lt David Lord DFC, was shot down. Lord was later awarded the Victoria Cross. His courage and dedication are exemplary of the efforts of the men of Transport Command to make sure the men on the ground were re-supplied. The men of the Air Dispatchers, or AD's as they were known, must always be remembered when regarding Arnhem. Their efforts to make sure the supplies were released from the aircraft, and on to the besieged men on the ground, was a vital factor in getting vital supplies to the troops successfully. This is their story, vividly told, and serves a commemorative purpose, memorialising both the events and, most importantly, the men who participated.

After a long series of crushing defeats by the apparently unstoppable Japanese air and ground forces, the eventual fight back and victory in Burma was achieved as a result of the exercise of unprecedented combined services cooperation and operations. Crucial to this was the Allies supremacy in the air coupled with their ground/air support strategy. Using veterans firsthand accounts, Air Battle For Burma reveals the decisive nature of Allied air power in inflicting the first major defeat on the Japanese Army in the Second World War. Newly equipped Spitfire fighter squadrons made the crucial difference at the turning point battles of the Admin Box, Imphal and Kohima in 1944. Air superiority allowed Allied air forces to deploy and supply Allied ground troops on the front line and raids deep into enemy territory with relative impunity; revolutionary tactics never before attempted on such a scale. By covering both the strategic and tactical angles, through these previously unpublished personal accounts, this fine book is a fitting and overdue tribute to Allied air forces contribution to victory in Burma.

This study determines the extent of American pilot participation as members of the Royal Air Force, flying in the Battle of Britain. It also examines the recruiting mechanism by which the Americans became involved in the war and documents

their contributions as combat pilots during the battle itself. Research reveals that, while many American citizens were recruited to fly for Britain during the summer of 1940, only six Americans are known to have actually participated in the Battle of Britain, fought between 12 August and 15 September 1940. These men not only demonstrated America's determination to support her allies, but materially contributed to Britain's cause by destroying two and one half enemy aircraft, probably destroying five others, and damaging two more during their brief RAF careers.

A fighter pilot is a military aviator trained to engage in air-to-air combat, air-to-ground combat, and sometimes electronic warfare while in the cockpit of a fighter aircraft. Fighter pilots undergo specialized training in aerial warfare and dogfighting (close-range aerial combat). A fighter pilot with at least five air-to-air kills becomes known as an ace. In this book, the author takes the readers with him in the cockpit as he shares the fulfillment of his boyhood dream and some of his most memorable adventures and misadventures during a twenty-four-year flying career as a fighter pilot, both in combat and peacetime. Share the author's emotions when being surrounded by enemy anti-aircraft flak, when having to crash land twice, during occasions when the aircraft's response was violent and uncontrollable when having a large turkey buzzard crash through the windscreen into the cockpit when the aircraft was 200 feet off the ground and traveling nearly 600 mph, just to mention a few of those memorable occasions the author shares. Much more information inside this book. Buy now.

"Makes you proud to be an American . . . a wonderful, fast-paced read, and I highly recommend it for any World War II aviation enthusiast" (Military Review). There were no mission limits for a pilot in the Pacific during World War II; unlike in Europe, you flew until it was time to go home. So it was for James "Jug" Curran, all the way from New Guinea to the Philippines with the 348th Fighter Group, the first P-47 Thunderbolt outfit in the Pacific. After the attack on Pearl Harbor, Curran volunteered to try flying in the blue yonder and trained as an Army fighter pilot. He got his wish to fly the P-47 in the Pacific, going into combat in August 1943, in New Guinea, and later helping start the "Black Rams" fighter squadron. The heavy US Thunderbolts were at first curious to encounter the nimble, battle-hardened Japanese in aerial combat, but soon, the American pilots gained skill of their own and their planes proved superior. Bombers on both sides could fall to fighters, but the fighters themselves were eyeball to eyeball, best man win. Check Six! is an aviation chronicle that brings the reader into flight, then into the fight, throughout the Pacific War and back. This work, from someone who was there, captures the combat experience of our aviators in the Pacific, aided by pertinent excerpts from the official histories of units that "Jug" Curran flew with. "Jim Curran is not afraid to share his moments of fear and emotions during the air battles with his readers which gives the book an extra dimension." —AviationBookReviews.com

This book describes the history of earth for at least 250 million years. Evidence is found in newly-discovered craters up to

3640 miles in diameter. More than 200 have been cataloged. Comets appear to have exploded at high altitudes in contrast to the familiar craters from impacting asteroids. The first chapter describes and illustrates every region on the globe. These explosions closed all the geological eras, repeatedly reset the clock of evolution, and started lava flows. Major cracks in bedrock became mid-ocean ridges, leading to the present location of the continents. Overthrusting of stretched bedrock during rebound created subduction trenches down which ocean floor is lost under island arcs. Geographical features of the modern world reveal the craters. Evidence includes mountain ranges, earthquakes, volcanoes, rivers, seas, and islands of every kind. In refilling the great basins, mineral-laden, rock formations at great depth were brought closer to the surface within reach of existing, mining technology. Locations of all oil fields are explained along with a new method for enhanced prospecting. The explosions have provided humanity with all ingredients required for civilization. One of them, 65 millions years ago, opened the gate for mammals allowing development of mankind.

In this text the author vindicates the RAF by detailing the outstanding achievements of the pilots and commanders of the squadrons fighting the vital battle against the Luftwaffe at Dunkirk.

NATIONAL BESTSELLER • The definitive history of combat aviation and fighter aircraft, from World War I to present INCLUDES 32 PAGES OF PHOTOGRAPHS AND 12 MAPS Lords of the Sky is the "dramatic, fast-paced, and definitive" (Michael Korda) history of fighter pilots and aircraft and their extraordinary influence on modern warfare, masterfully written by "one of the most decorated pilots in Air Force history" (New York Post). A twenty-year USAF veteran who flew more than 150 combat missions and received multiple Distinguished Flying Crosses, Lt. Colonel Dan Hampton draws on his singular firsthand knowledge, as well as groundbreaking research in aviation archives and rare personal interviews with little-known heroes, including veterans of World War II, Korea, and Vietnam. Hampton (the New York Times bestselling author of Viper Pilot) reveals the stories behind history's most iconic aircraft and the aviators who piloted them: from the Sopwith Camel and Fokker Triplane to the Mitsubishi Zero, Supermarine Spitfire, German Bf 109, P-51 Mustang, Grumman Hellcat, F-4 Phantom, F-105 Thunderchief, F-16 Falcon, F/A-18 Super Hornet, and beyond. In a seamless, sweeping narrative, Lords of the Sky is an extraordinary account of the most famous fighter planes and the brave and daring heroes who made them legend.

"Spitfire Pilot" was written in 1940 in the heat of battle when the RAF stood alone against the might of Hitler's Third Reich. It is a tremendous personal account of one of the fiercest and most idealised air conflicts - the Battle of Britain - seen through the eyes of a pilot of the famous 609 Squadron, which shot down over 100 planes in that epic contest. David Moore Crook, DFC (1914 - 1944) was a British fighter pilot and flying ace of the Second World War. After attending the University of Cambridge, he was mobilised as part of the Royal Auxiliary Air Force on the outbreak of war. Flying the Spitfire Crook participated in the Battle of Britain, flying with No. 609 Squadron RAF (at the time this was a squadron of the Auxiliary Air Force). He initially joined the squadron on 22 September 1938 as an acting pilot officer, this rank was confirmed on 4 May 1940, and later further back-dated to 9 December 1939. He destroyed a Junkers Ju 87 of Sturzkampfgeschwader 77 (StG 77) on 9 July, and a Jagdgeschwader 53 (JG 53) Messerschmitt Bf 109 on 13 August. On 15 August 1940, he mistakenly shot down a Blenheim

fighter, although the crew was only slightly injured. Two Bf 109's were claimed on 30 September 1940. Flying Spitfire IX EN662 on 18 December 1944 on a high level photographic sortie, Crook was seen to dive into the sea near Aberdeen. He was officially listed as missing in action.

Air Battle for Burma Allied Pilots' Fight for Supremacy Pen and Sword

Spitfire Pilot is the exhilarating and moving memoir of D. M. Crook, an airman in the legendary 609 Squadron - one of the most successful RAF units in the Battle of Britain. Beginning with his fond recollections of his halcyon days in training - acrobatics, night flying and languorous days spent playing sport and nights off visiting Piccadilly Circus - Crook goes on to recount in thrilling detail the dogfights, remarkable victories and tragic losses which formed the daily routine of Britain's heroic aerial defenders in that long summer of 1940. Often hopelessly outnumbered, the men of 609 Squadron in their state-of-the-art Spitfires committed acts of unimaginable bravery against the Messerschmitts and Junkers of Germany's formidable Luftwaffe. Many of Crook's fellow airmen did not make it back alive, and the absence they leave in the close-knit community of the squadron is described with great poignancy. Spitfire Pilot offers a unique and personal insight into one of the most critical moments of British history, when a handful of men stood up against the might of the German Air Force in defence of their country. This definitive edition, the first for more than sixty years, includes a new foreword by David Crook's daughter and Air Vice Marshal Sandy Hunter, Honorary Air Commodore of the 609 Squadron. The book also has an introduction by Professor Richard Overy.

This is the story of Allied fighter pilots and the part they played in all the principal operational theatres of World War II. It also tells of life on the wartime airfield and how ground crew kept the aircraft ready for action either in the bitter cold of a Scottish winter or the sweltering heat of the North African desert. The book brings home the nervous strain caused by the constant readiness demanded by all those involved with fighter squadron combat and the intense comradeship created in each fighting unit.

In the Second World War, Malta was besieged for nearly two and a half years, during which time a decisive air war was waged between Britain, Italy and Germany. This is part of that story, from the early days in June 1940, when only a few Gladiator biplanes were available to combat Italian bombers and fighters, to the intervention of the Luftwaffe and the tenuous defense by outclassed Hurricanes, culminating in the desperate months of fighting following the arrival on Malta of the Spitfire in March 1942. What became of the many aircraft destroyed over the Maltese Islands, and what was the fate of their pilots and crews? More than a thousand aircraft were lost. Many crashed into the Mediterranean; others came down on Malta and the neighboring island of Gozo. This book focuses on the latter some 200 British, Italian and German machines, and the fate of their pilots and crews. It reveals where those airplanes fell, thus providing a record that will continue to be valued by future generations. This comprehensive volume documents all known aircraft crash sites in and around the Maltese Islands and provides the circumstances of each loss are related in detail with accounts from both sides. In Germany especially there are many still unaware of the fate of family members who never returned after the Second World War. This book reveals what happened to some who even today are still officially listed as missing.

A thoughtful account of the nature of war and wartime heroism, Air Aces examines the myth of the fighter ace, showing why it emerged in the First World War and waned thereafter.

'Where is the RAF?' was the oft-quoted question asked by soldiers waiting on the beach at Dunkirk, to where they had retreated following the German blitzkrieg through northern France, and where they were now being pounded by the Luftwaffe. The air forces

were there, as Norman Franks proves, detailing the outstanding achievements of the Allied pilots who had earlier had easy victories over the Polish, Dutch and Belgian air forces. The RAF's achievement reminds us just how close Britain came to disaster in June 1940.

After a long series of crushing defeats by the apparently unstoppable Japanese air and ground forces, the eventual fight back and victory in Burma was achieved as a result of the exercise of unprecedented combined services cooperation and operations. Crucial to this was the Allies' supremacy in the air coupled with their ground/air support strategy. Using veterans' firsthand accounts, *Air Battle For Burma* reveals the decisive nature of Allied air power in inflicting the first major defeat on the Japanese Army in the Second World War. Newly equipped Spitfire fighter squadrons made the crucial difference at the turning point battles of the Admin Box, Imphal and Kohima in 1944. Air superiority allowed Allied air forces to deploy and supply Allied ground troops on the front line and raids deep into enemy territory with relative impunity; revolutionary tactics never before attempted on such a scale. By covering both the strategic and tactical angles, through these previously unpublished personal accounts, this fine book is a fitting and overdue tribute to Allied air forces' contribution to victory in Burma.

Includes over 20 Illustrations. The story of a young fighter pilot from basic training through the end of the war in Europe, this short memoir is a welcome addition to the literature of World War II aviation. It is noteworthy for a number of reasons. It illuminates the world of tactical aviation, which has taken a backseat to stories of strategic bombing and air superiority combat...Perhaps most importantly, it combines the immediacy of contemporary impressions with the reflections possible after a long and distinguished Air Force career. Michael C. McCarthy was part of the first wave of young Americans who joined up in the aftermath of Pearl Harbor. His peer group...arrived at the North African front in the spring of 1943 as part of an enormous bow wave of American human and industrial mobilization. His account of flight training is one of the best available anywhere and captures—in microcosm—the huge undertaking required to produce thousands of highly trained combat crews for the Allied war effort. McCarthy and his comrades joined the veterans of the prewar Army Air Corps who had held the line from El Alamein through the desperate battles around Kasserine Pass. McCarthy spent his entire war with the 57th Fighter Group, first flying the Curtiss P-40 Warhawk and later the powerful Republic P-47 Thunderbolt. His battlefield was not in the stratosphere over the Third Reich...His war began with a ferry flight from Lagos, Nigeria, to Cape Bon, Tunisia, after the Axis defeat in North Africa; through the invasion of Sicily in July 1943 and the long slog up the Italian peninsula in 1943-1944 including landings at Salerno, Anzio, and the battles around Monte Cassino, with a brief detour in support of the invasion of southern France. Their unglamorous business was conducting interdiction and close air support, part of a lengthy and costly combined-arms effort to leverage the Germans out of their powerful defensive positions on the Italian peninsula.

They had the most dangerous job in the Air Force. Now *Bury Us Upside Down* reveals the never-before-told story of the Vietnam War's top-secret jet-fighter outfit—an all-volunteer unit composed of truly extraordinary men who flew missions from which heroes are made. In today's wars, computers, targeting pods, lasers, and precision-guided bombs help FAC (forward air controller) pilots

identify and destroy targets from safe distances. But in the search for enemy traffic on the elusive Ho Chi Minh Trail, always risking enemy fire, capture, and death, pilots had to drop low enough to glimpse the telltale signs of movement such as suspicious dust on treetops or disappearing tire marks on a dirt road (indicating a hidden truck park). Written by an accomplished journalist and veteran, *Bury Us Upside Down* is the stunning story of these brave Americans, the men who flew in the covert Operation Commando Sabre—or “Misty”—the most innovative air operation of the war. In missions that lasted for hours, the pilots of Misty flew zigzag patterns searching for enemy troops, vehicles, and weapons, without benefit of night-vision goggles, infrared devices, or other now common sensors. What they gained in exhilarating autonomy also cost them: of 157 pilots, 34 were shot down, 3 captured, and 7 killed. Here is a firsthand account of courage and technical mastery under fire. Here, too, is a tale of forbearance and loss, including the experience of the family of a missing Misty flier—Howard K. Williams—as they learn, after twenty-three years, that his remains have been found. Now that bombs are smart and remote sensors are even smarter, the missions that the Mistys flew would now be considered no less than suicidal. *Bury Us Upside Down* reminds us that for some, such dangers simply came with the territory.

From an expert in the Pacific theater of World War II comes the tragic story of the pilots who fought the last fight of the war during the first hour of peace. When Billy Hobbs and his fellow Hellcat aviators from Air Group 88 lifted off from the venerable Navy carrier USS Yorktown early on the morning of August 15, 1945, they had no idea they were about to carry out the final air mission of World War II. Two hours later, Yorktown received word from Admiral Nimitz that the war had ended and that all offensive operations should cease. As they were turning back, twenty Japanese planes suddenly dove from the sky above them and began a ferocious attack. Four American pilots never returned—men who had lifted off from the carrier in wartime but were shot down during peacetime. Drawing on participant letters, diaries, and interviews, newspaper and radio accounts, and previously untapped archival records, historian and prolific author of acclaimed Pacific theater books, including *Tin Can Titans* and *Hell from the Heavens*, John Wukovits tells the story of Air Group 88's pilots and crew through their eyes. *Dogfight over Tokyo* is written in the same riveting, edge-of-your-seat style that has made Wukovits's previous books so successful. This is a stirring, one-of-a-kind tale of naval encounters and the last dogfight of the war—a story that is both inspirational and tragic.

A description of the planes and their fliers who began the evolution of air power as a decisive weapon

The young R. F. C pilot's air war above the Western Front It seems incredible that just over 100 years ago no country counted an air-force among its armed services. Pilots were drawn from other branches of the military and the early airmen were not referred to as 'the cavalry of the air' for no reason. The First World War introduced aerial bombing of troops, transport, manufacturing installations and cities, aerial reconnaissance, air to air combat-the 'dog-fight'-and the potential for the destruction of shipping from the air. The third dimension of warfare had come of age. Flying was still a primitive business with flimsy aircraft of canvas and wood often powered by unreliable engines. The brave young men who sat at their controls often died before they could master their craft. Nevertheless, if there can be any romance in war the exploits of these early aviators embodied it and retain it to the

present day. The author of this book has written an account of high adventure: a story of a war fought in the clouds and clear blue skies, high above the wire, mud and blood of the trenches of the Western Front. This is an exceptionally enjoyable book about the early days of the R. F. C. It covers every aspect of the Great War in the air from an allied fighting pilot's perspective and will delight anyone interested in the subject. The introduction is by General C. G Hoare of the Royal Air Force. Leonaur editions are newly typeset and are not facsimiles; each title is available in softcover and hardback with dustjacket; our hardbacks are cloth bound and feature gold foil lettering on their spines and fabric head and tail bands.

John Sherwood was commissioned into the RAF as a pilot officer on leaving school in 1936. In mid-1940, he was posted to a frontline bomber squadron. He went on to undertake a full tour of thirty sorties against enemy targets during the summer of 1940, earning himself a Distinguished Flying Cross for his part in what has become known as the 'Battle of the Barges'. Sherwood flew Manchesters on a further series of eventful bombing missions against the enemy, earning a Bar to the DFC in recognition of his determination and leadership. It was in the new Lancasters that Sherwood, by then a Squadron Leader, undertook his most daring mission. This was Operation Margin, the attack upon the M.A.N. diesel engine works at Augsburg in Bavaria on 17 April 1942. This involved a flight of some 600 miles in broad daylight with no fighter escort, flying at less than 250 feet in order to avoid enemy radar. The raid was led by both Sherwood and Squadron Leader John Nettleton. Sherwood was shot down during the raid and was duly posted as missing. Assumed dead for six weeks, he eventually surfaced as a prisoner of war in German hands at Stalag Luft III. Operation Margin was considered a success and both squadron leaders involved were recommended for the award of the Victoria Cross. Whilst Nettleton's citation was approved, and the VC duly invested, Sherwood's was amended by the Air Ministry to state: 'To be recommended for DSO, if found to be alive.' The DSO was gazetted on 30 June 1942. Whilst in captivity, Sherwood witnessed at first-hand the Wooden Horse escape, the infamous Great Escape, and, finally, the Long March across Germany in the last winter of the war in Europe. He was finally repatriated to the UK during Operation Exodus after the fall of the Third Reich in 1945. Written by his son, Bomber Command Pilot provides a fascinating insight into the development of Bomber Command into the powerful strike force that helped turn the tide of victory in the West.

SCRAMBLE! In a couple of minutes my wingman and I would be airborne on another adventure. Sometimes we intercepted an airliner, sometimes a misplaced B-52 bomber, and sometimes Russian bombers probing our defenses; Russian warships; MIG fighters; or "troops in contact" in Vietnam, calling for napalm only yards from their positions. Twice it was UFOs - Unidentified Flying Objects! This book is a series of short stories, supported by more than 90 photographs. The first part has my own stories; later stories were contributed by my fellow pilots. The last story is from WW II of our P-38 fighters attacking the Romanian oil fields and getting badly mauled by defending Romanian fighters - and a Romanian pilot's view of the battle! "Only the spirit of attack borne in a brave heart will bring success to any fighter aircraft, to matter how highly developed the aircraft may be." That quote from Adolf Galland, an Ace of the German Luftwaffe in WW II, was the motto of our 317th Fighter Interceptor Squadron in Alaska. The fighter pilot is a hunter, and his quarry is the most dangerous in the world - men who want to kill him! The best defense is a good offense - ATTACK! The US Air Force had a program called "Every Man a Tiger." A tiger does not kill impulsively or in anger, but plans his attack carefully and strikes with cool ferocity. We were tigers! Fighter pilots tell stories around the bar, but they seldom write them down. These stories were written by the fighter pilots themselves! Come with me and hear of the beauty of flight, the mortal danger of electrical power failure at night in a snowstorm, and the thrill of attack with 20mm cannons firing right under your feet!

The astonishing untold story of the WWII airmen who risked it all in the deadly race to become the greatest American fighter pilot. In 1942, America's deadliest fighter pilot, or "ace of aces" -- the legendary Eddie Rickenbacker -- offered a bottle of bourbon to the first U.S. fighter pilot to break his record of twenty-six enemy planes shot down. Seizing on the challenge to motivate his men, General George Kenney promoted what they would come to call the "race of aces" as a way of boosting the spirits of his war-weary command. What developed was a wild three-year sprint for fame and glory, and the chance to be called America's greatest fighter pilot. The story has never been told until now. Based on new research and full of revelations, John Bruning's brilliant, original book tells the story of how five American pilots contended for personal glory in the Pacific while leading Kenney's resurgent air force against the most formidable enemy America ever faced. The pilots -- Richard Bong, Tommy McGuire, Neel Kearby, Charles MacDonald and Gerald Johnson -- riveted the nation as they contended for Rickenbacker's crown. As their scores mounted, they transformed themselves from farm boys and aspiring dentists into artists of the modern dogfight. But as the race reached its climax, some of the pilots began to see how the spotlight warped their sense of duty. They emerged as leaders, beloved by their men as they chose selfless devotion over national accolades. Teeming with action all across the vast Pacific theater, Race of Aces is a fascinating exploration of the boundary between honorable duty, personal glory, and the complex landscape of the human heart. "Brings you into the cockpit of the lethal, fast-paced world of fighter pilots . . . Fascinating." -- Sara Vladic "Extraordinary . . . a must-read." -- US Navy Captain Dan Pedersen "A heart-pounding narrative of the courage, sacrifice, and tragedy of America's elite fighter pilots." -- James M. Scott "Vivid and gripping . . . Confirms Bruning's status as the premier war historian of the air." -- Saul David

Summer 1940, the Battle of Britain has just begun, you've just gained your RAF 'wings' and been selected to fly fighters - and one of the most rugged and successful fighter aircraft in the world at that, the Hawker Hurricane mark I. A slim booklet is pressed into your hands by your squadron leader and you are told to study it before your first flight. This booklet, the Air Ministry's PILOT'S NOTES HURRICANE I AEROPLANE is reproduced in this short book for the first time since the Second World War. The Air Ministry published Pilots Notes on every type of aircraft the RAF flew. They were designed so the pilot could familiarise themselves with the aircraft's individual controls, flying characteristics and operational limits, rather like an owner's manual. PILOT'S NOTES HURRICANE I AEROPLANE was first issued just before the war and reprinted in March 1940 and was the manual used by Battle of Britain pilots. Where is the safety catch on your gun button? How long can you use the emergency boost on your Rolls Royce Merlin engine? How do you set the range on your gun sight? How do you know if the undercarriage of your Hurricane has successfully deployed? At what speed does the Hurricane stall at? ABOUT THE AUTHOR The Air Ministry was a department of the British government with the responsibility of managing the affairs of the RAF. Pilot's Notes were in fact exact copies of sections from a far larger publication issued by the Air Ministry covering every aspect of the aeroplane including basic electrical system, details of the airframe, engine installation etc. These sections were used by the RAF ground crew 'erks' to help familiarise those whose job it was to keep such systems working. PILOT'S NOTES HURRICANE I AEROPLANE MERLIN II OR III ENGINE AP 1564A was first published in March 1939 but the edition used most widely by Battle of Britain pilots is the edition re-published here, the March 1940 reprint together with a handful of updates made during that summer of 1940. The updates were needed as the Hurricane was at the cutting edge of fighter aircraft design and small but significant upgrades were constantly being made to improve the Hurricane. In 1964 the Air Ministry was merged with the Admiralty and the War Office to form the Ministry of Defence. Dozens of interviews with combat veterans, along with photographs, offer a firsthand look inside the world of the fighter pilot, from the early days of World War II to the present day, describing the realities of battle, the history and characteristics of each pilot's plane, and the thoughts

and feelings of aviation warriors. Reprint.

After the fall of France in May 1940, the British Expeditionary Force was miraculously evacuated from Dunkirk. Britain now stood alone to face Hitler's inevitable invasion attempt. For the German army to land across the channel, Hitler needed mastery of the skies—the Royal Air Force would have to be broken. So every day throughout the summer, German bombers pounded the RAF air bases in the southern counties. Greatly outnumbered by the Luftwaffe, the pilots of RAF Fighter Command scrambled as many as five times a day, and civilians watched skies crisscrossed with the contrails from the constant dogfights between Spitfires and Me-109s. Britain's very freedom depended on the outcome of that summer's battle: Its air defenses were badly battered and nearly broken, but against all odds, "The Few," as they came to be known, bought Britain's freedom—many with their lives. More than a fifth of the British and Allied pilots died during the Battle of Britain. These are the personal accounts of the pilots who fought and survived that battle. Their stories are as riveting, as vivid, and as poignant as they were seventy years ago. We will not see their like again.

This book provides an intriguing and realistic account of the struggle for the possession of Malta during World War II. The air battle raged for two and a half years during which time 14,000 tons of bombs were dropped on a defiant population. The history is based on the diaries of Lord David Douglas-Hamilton, the author's uncle, who was the leader of a Spitfire squadron that defended the island during the worst of the crisis. From the Phoney War of 1939 to the Battle of Britain in 1940, the pilots of Hornet Squadron learn their lessons the hard way. Hijinks are all very well on the ground, but once in a Hurricane's cockpit, the best killers keep their wits close. Newly promoted Commanding Officer Fanny Barton has a job on to whip the Hornets into shape before they face the Luftwaffe's seasoned pilots. And sometimes Fighter Command, with its obsolete tactics and stiff doctrines, is the real menace. As with all Robinson's novels, the raw dialogue, rich black humor and brilliantly rendered, adrenaline-packed dogfights bring the Battle of Britain, and the brave few who fought it, to life.

This is as close as you'll get to a World War II-era P-51 Mustang without flying one yourself. The North American Aviation P-51 Mustang first started appearing in real numbers in 1943, at the climax of the Allied campaign in World War II. Able to fly long ranges, it was the perfect escort, keeping bombers protected all the way from Allied bases in Europe, the Mediterranean, and the Pacific to a variety of Axis industrial targets and military installations and back. The Mustang would go on to provide pivotal air support on D-Day, and by the end of the war, the P-51 would be responsible for nearly half of all enemy aircraft shot down. In *The Fight in the Clouds*, aviation writer and EAA Warbirds of America editor James P. Busha narrates a spellbinding collection of tales of P-51 Mustang combat throughout the war. Drawing on interviews conducted with dozens of veteran P-51 pilots, the book traces the progress of war through the exciting, chronologically organized experiences of the men who actually flew the planes into war. You'll encounter Mustangs tangling with Soviet-built Yaks, a Mustang ace shooting down an Me 262 Stormbird, an epic long-range battle over the Pacific Ocean, and a score of other riveting accounts underscoring the P-51's versatility and its vital importance to the Allied victory. Bolstered by Busha's own commentary and historical analysis, along with a gallery of rare black-and-white period photographs, *The Fight in the Clouds* offers a cockpit-seat view of one of WWII's most celebrated aircraft and the men who bravely flew it into harm's way.

THE NEW YORK TIMES BESTSELLING MEMOIR OF 21ST-CENTURY AIR COMBAT, BY "ONE OF THE DECORATED PILOTS IN AIR FORCE HISTORY" (NEW YORK POST) 151 combat missions 21 hard kills on surface -to -air missile sites 4 Distinguished Flying Crosses with Valor 1 Purple Heart First into a war zone, flying behind enemy lines to purposely draw fire, the wild weasels are elite fighter squadrons with the most dangerous job in the Air Force One of the greatest aviation memoirs ever written, Viper Pilot is an Air Force legend's thrilling eyewitness account of modern air warfare. For twenty years, Lieutenant Colonel Dan Hampton was a leading member of the Wild Weasels, logging 608 combat hours in the world's most iconic fighter jet: the F-16 "Fighting Falcon," or "Viper." He spearheaded the 2003 invasion of Iraq, leading the first flight of fighters over the border en route to strike Baghdad. Earlier, on 9/11, Hampton's father was inside the Pentagon when it was attacked; with his dad's fate unknown, Hampton was scrambled into American skies and given the unprecedented orders to shoot down any unidentified aircraft. Viper Pilot is an unforgettable look into the closed world of fighter pilots and modern air combat.

Includes more than 20 photo illustrations The fight for air superiority began the day the Korean War started and only ended with the armistice three years later. Once the shock of the North Koreans' invasion wore off, it did not take long for the United States Air Force, assisted by other United Nations air forces, to destroy the North Korean Air Force. The arrival of the MiG-15 in November 1950, often flown by Soviet pilots, changed things considerably however. For the remainder of the war, bitterly contested air battles were fought almost daily. Yet despite a decided numerical superiority in jet fighters, the Communists were never able to gain air superiority, testament to the skill and training of the UN fighter pilots, primarily those U.S. Air Force airmen flying the magnificent F-86 Sabre.

In April 1943, a young officer arrived at Penshurst to join C Flight, 653 Squadron. He was no ordinary pilot and this was no ordinary RAF outfit. Lyell Munro was a soldier and 653 was an Air Observation Post Squadron whose pilots were Royal Artillery and whose ground crew were RAF. AOP pilots were expert gunners, skilled flyers and incurable rule breakers. Flying from airstrips just behind the front lines, without armament and often with no parachute, they controlled the fire of hundreds of guns and their enemies learnt to dread the sight of the little green Austers in the skies above the battlefield. An incautious movement, a puff of smoke or a chance flash of reflected sunlight could bring tons of high explosives raining down. They flew alone without ground control, scanning the skies constantly while they directed the guns. Closing at over 250mph, an attacking ME 109 left no time for indecision. Reactions had to be instinctive and evasive action instant. Failure was fatal. After the War ended, the survivors went back into civilian life and few histories mention them or what they did. Lyells is one of only two personal accounts that are known to exist and it is likely that there will be no more. Written for his family and his comrades in C Flight it is a story told without heroics, but with a deep affection for the men with whom he flew and worked.

Enter the cockpit and become a co-pilot with a WWII straffer bomber-pilot attacking at 20 feet. In route to the target share his fear and agony. When attack time comes observe that his mental concentration consumes his fear as he fights with 8 machine guns while bombing and maneuvering. Intelligence is his ultimate weapon. An inferno of the target is the result. Departing the target, he

fighters 10 Jap fighter planes in an hour-long battle. When you reach home base you will say: "I never want to relive that horrendous ordeal."

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