

Mosquito Mayhem De Havilland S Wooden Wonder In Action In Wwii

Provides an introduction to American pulp fiction during the twentieth century with brief author biographies and lists of their works.

Every day for nine months from September 1944 to the end of the war, young British, Commonwealth and Norwegian airmen flew from Banff aerodrome in northern Scotland in their Mosquitoes and Beaufighters to target the German U-Boats, merchantmen and freighters plying along the coast and in the fjords and leads of southwest Norway, encountering the Luftwaffe and flakships every step of the way. This Scottish strike wing fought in some of the bitterest and bloodiest attacks of the war, all at very low level and at close quarters. Their contribution to winning the war was crucial and while the cost in precious lives and equipment was in the same proportion as Bomber Command, they inflicted far greater damage to the enemy in relation to their losses. With Group Captain The Hon. Max Aitken, DSO DFC as station commander, Banff was eventually to become the base for a total of six Mosquito squadrons (including 235, 248 and 143), together with B Flight of the elite 333 Norwegian Squadron, and would team up on missions with the nearby Dallachy Beaufighter strike wing (404 RCAF, 455 RAAF, 489 RNZAF and 144 Squadrons). A Separate Little War, then, is a well researched and detailed history of a microcosm of Coastal Command. Supported by many photographs, maps and charts, the vast majority never published before, the author has drawn on the personal accounts of, amongst others, British and Norwegian pilots, ground crew and civilians which augment the official sources, to give a compelling, accurate and fascinating depiction of an aerodrome at war. It is a subject which will be of great interest and value to the general reader and to those students of the Luftwaffe, Kriegsmarine, RAF and former Commonwealth Air Forces, the Polish Air Force and of maritime air operations during World War Two.

The most iconic planes of WWII, the Supermarine Spitfire, Hawker Hurricane, DeHavilland Mosquito and the Avro Lancaster, were all powered by one engine, the Rolls-Royce Merlin. The story of the Merlin is one of British ingenuity at its height, of artistry and problem-solving that resulted in a war-winning design.

The story of the air war over Western Europe, told firsthand by the American and German pilots and crew who took part—with never-before-published photos. What was it like to fly through the dense flak over the Ruhr and against the German Experten and to be hit by machine gun and cannon fire from Focke Wulf 190s and Bf 109s? How did so many badly damaged bombers manage to struggle back, against all odds, to their East Anglian bases? In this book, spanning the period between 1942 and 1945, many unique experiences are recounted from both the night and day bombing raids that were hurled against Hitler's war machine. Covering the encounters between the audacious Luftwaffe fighter pilots and the Fortress and Liberator bomber crews of the American 8th Air Forces flying from East Anglia, the author has sought the experiences of German fighter pilots, who explain how they stalked their prey in the sky over the Reich and how they pounced on their four engine victims from 12 o'clock high. With vivid accounts of some of the most heroic actions in the history of air warfare Clash of Eagles also contains many previously unpublished action photographs.

The third volume in the trilogy of Combat Aircraft titles devoted to de Havilland's 'wooden wonder', this book focuses on the Mosquito photo-recce variants of World War II (1939-1945) as well as their users. The design's superb performance, and ability to escape interception by enemy fighters made the Mosquito the ideal choice for the RAF's then embryonic photographic reconnaissance force. The production standard PR1 subsequently became the first Mosquito variant of any kind to see operational service with the RAF, flying its first sortie [over

France] on 20 September 1941. These aircraft flew all manner of bomber support missions ranging from simple post-raid photo-recce to weather checking and experimental H2X radar photo-mapping. All are detailed in this volume.

Beretter om den historiske udvikling inden for det britiske flyvevåbens "Fighter Command" gennem perioden 1936-1968, og beskriver bl.a. doktriner, organisation, opgaver, materiel og personel.

On 23 November 1943, 100 (Bomber Support) Group of RAF Bomber Command was formed. The object was to consolidate the various squadrons and units that had been fighting a secret war of electronics and radar countermeasures, attempting to reduce the losses of the heavy bombers—and their hard pressed crews—in Bomber Command. This secret war involved the use of air and ground radars, homing and jamming equipment, special radio and navigational aids, and intruding night-fighters to seek out and destroy their opposite numbers, the Ju 88s and Bf 110s of the Nachtjagdgeschwader who defended the night skies of the Third Reich with ever increasing success. The book contains many first-hand accounts from pilots and crew and provides a fascinating record of 100 Group's wartime history.

Mosquito Mayhem de Havillands Wooden Wonder in Action in WWII Pen and Sword

One of the greatest pilot's memoirs of WWII - a true aviation classic.

The authors have compiled a collection of memories and anecdotes from celebrities and members of the public covering their experiences of the Second World War and the day that Victory over the Nazis was declared. We hear from not only those in the Armed Forces but civilians. The book catches the mood of jubilation and exhilaration yet also the great sadness of the huge waste of human life and resources. Hard times still lay ahead.

Wing Commander Guy Gibson writes affectionately about his beloved aircrews.

Here, in his own words, is the true story of America's wildest flying hero, of his extraordinary heroism, and of his greatest battle of all—the fight to survive. The World War II air war in the Pacific needed tough men like Colonel Pappy Boyington and his Black Sheep Squadron. The legendary Marine Corps officer and his bunch of misfits, outcasts, and daredevils gave new definition to “hell-raising”—on the ground and in the skies. Pappy himself was a living legend—he personally shot down twenty-eight Japanese planes, and won the Congressional Medal of Honor and the Navy Cross. He broke every rule in the book doing so, but when he fell into the hands of the vengeful Japanese his real ordeal began.

From the New York Times—bestselling coauthors: A “fascinating . . . unrivaled” history of the B-29 and its fateful mission to drop the atomic bomb on Hiroshima (The New York Times Book Review). Painstakingly researched, the story behind the decision to send the Enola Gay to bomb Hiroshima is told through firsthand sources. From diplomatic moves behind the scenes to Japanese actions and the US Army Air Force's call to action, no detail is left untold. Touching on the early days of the Manhattan Project and the first inkling of an atomic bomb, investigative journalist Gordon Thomas and his writing partner Max Morgan-Witts, take WWII enthusiasts through the training of the crew of the Enola Gay and the challenges faced by pilot Paul Tibbets. A page-turner that offers “minute-by-minute coverage of the critical periods” surrounding the mission, Enola Gay finally separates myth and reality from the planning of the flight to the moment over Hiroshima when the atomic age was born (Library Journal).

“When I testify in court, I am often asked: ‘What is the damage of long-term solitary confinement?’ . . . Many prisoners emerge

from prison after years in solitary with very serious psychiatric symptoms even though outwardly they may appear emotionally stable. The damage from isolation is dreadfully real.” —Terry Allen Kupers Imagine spending nearly twenty-four hours a day alone, confined to an eight-by-ten-foot windowless cell. This is the reality of approximately one hundred thousand inmates in solitary confinement in the United States today. Terry Allen Kupers, one of the nation’s foremost experts on the mental health effects of solitary confinement, tells the powerful stories of the inmates he has interviewed while investigating prison conditions during the past forty years. Touring supermax security prisons as a forensic psychiatrist, Kupers has met prisoners who have been viciously beaten or raped, subdued with immobilizing gas, or ignored in the face of urgent medical and psychiatric needs. Kupers criticizes the physical and psychological abuse of prisoners and then offers rehabilitative alternatives to supermax isolation. Solitary is a must-read for anyone interested in understanding the true damage that solitary confinement inflicts on individuals living in isolation as well as on our society as a whole.

Imagine being flown to a new job at a luxury estate belonging to a fabulously rich but obnoxious Englishman, in the Catalonian mountains. This man’s bizarre character is hard to handle, but he is paying you handsomely and you tolerate his rudeness and demands. Then envisage discovering that he is downright dangerous and now you are trapped. What would you do next? This is the crisis facing Max, an architect, and Katie, an expert on 16th-century history, in this hard-to-put-down story of intrigue and adventure. Packed with murder, robbery, romance and life-changing discoveries, Max and Katie are plunged into a race against time across Europe as a long-held secret that spans the centuries is revealed. Knowledge is a dangerous thing, but when the ability to rewrite history falls into the wrong hands, the total domination of a criminal mastermind becomes a frightening reality in this fast-paced mystery thriller. Building to a shocking and unforeseen conclusion, The Rosario will grip you until the very end. “Relates how the American Eighth Air Force bombers helped Britain's Royal Air Force in fighting Germany during World War II.”—ProtoView From the beginning of World War II, the RAF’s Bomber Command had been the only means of striking Hitler’s Reich and its war machine. But the entry into the war of the United States—and the subsequent arrival in the UK of the Eighth Air Force—would more than double the Allied capability. The Flying Fortress and Liberator heavy bombers were mostly flown across the Atlantic by their young, green aircrew, and many succumbed en route and never arrived. Flying in northern Europe was a different ball game from American skies and it took a considerable time before the crews familiarized themselves with the vagaries of fog, low cloud, rain and snow. The American bombers bristled with defensive armament and elected to fly in close defensive formation during the day, leaving the RAF to carry out nighttime raids. With the arrival of long-range protective escort fighters, the task became a little easier. This book is the story, including many firsthand accounts, of how the American bomber force helped fight to eventual victory, by decimating German industry and transport systems—and breaking the Nazi war spirit.

During the Second World War, 156 RAF men successfully escaped from German PoW camps in Western Europe. A further 1,975 men evaded capture after having been shot down over this same territory. Martin Bowman has drawn together tales of just a handful of these men, illustrating the bravery and resourcefulness that characterised their experiences. British, American, and Canadian pilot testimonies all feature,

as does the fascinating story of a female secret agent, parachuted behind enemy lines. By bringing these stories together, Bowman is able to capture an authentic sense of the times at hand and the reality of life as an escaper/evader during this tumultuous and incredibly dangerous time. This is an entertaining publication set to keep readers on the edge of the seats, and it serves as a tribute to the courageous individuals who found themselves behind enemy lines during the Second World War.

The Wooden Wonder was probably the most versatile combat aircraft that operated on all fronts in World War Two and was still giving valuable service in first-line service after 1945 when it enjoyed a limited renaissance both at home, in Germany and abroad until the advent of jet aircraft. Martin Bowman's well-trying and respected formula of incorporating background information with scores of RAF, Dominion, and overseas pilots and navigators' personal narratives, is employed here once again to great effect. Previously unpublished tales take the reader raid by raid on night-fighter, fighter-bomber, anti-shipping, pathfinder, photoreconnaissance and precision bombing operations in the Middle East and jungles of the Far East, where the Mosquito carried out a series of thrilling post-war functions. The book includes a series of evocative black and white images of the Mosquito in action, which supplement the text perfectly and work to illustrate the might of this iconic craft.

The aviation historian presents a provocative analysis of WWII airborne operations to investigate what happened to Hitler's planned invasion of England. Did a German invasion or invasions take place along the shores of East Anglia in 1940? Though Operation Sealion, the intended invasion of southern England, never materialized, Hitler asked his forces to mount one, two or even three small invasions in 1940. This raises some provocative questions: Were the mass raids on London merely a diversion? Why have all the files on this most dramatic period in British history been kept hidden? Why have the instances involving setting fire to the sea and skirmishes around our coasts been covered up? Martin W. Bowman tells the full story of these remarkable events involving British defenders in the Army, Home Guard and Auxiliary Units and the invading Nazi military forces. This revealing history examines Allied and German airborne operations during the Second World War to piece together a truly riveting narrative. It is complimented by an extensive Appendix section and scores of previously unpublished photos. REVISED EDITION 2019 On Christmas eve 1969, five small boats slipped out of Cherbourg harbor after midnight into the teeth of a Force Nine gale that sent freighters scurrying for cover. The boats, ordered by Israel from a local shipyard, had been embargoed for more than a year for political reasons by France. In a brazen caper, the Israelis were now running off with them. The vessels would be refueled at sea by Israeli merchant ships spaced along the 3,000-mile escape route. As the boats raced for home and Paris fumed, the world media chortled at Israel's hutspa. But the story was far bigger than they knew. Eight years before, the commander of the Israeli navy had assembled senior officers for a brainstorming session. Israel's aging fleet faced downgrading to a coast guard unless it was capable of guarding Israel's sea lanes. Given the navy's minimal budget, what were the options? A desperate proposal emerged from the two-day meeting. Israel's fledgling military industries had developed a crude missile which had been rejected by both the army and air force. The navy would now try adapting it. Guided missiles with large warheads, it was hoped, could give small, inexpensive, boats the punch of heavy cruisers. No such vessel existed in the West. A dozen innocuous-looking "patrol boats" were ordered in Cherbourg to serve as platforms for the complex new weapon system taking shape in the minds of the navy command. Seven boats sailed for Israel before the embargo was clamped down. The navy was determined to retrieve the remaining five. Eighty sailors in civilian clothing were flown to Paris just before Christmas and dispatched by train in small groups to Cherbourg where they were hidden below decks until departure. In Israel, meanwhile, a team from the navy and military industries was working virtually round-the-clock on the missile-boat project. Engineers, naval architects and others found themselves at the

cutting edge of naval technology as they forged solution after innovative solution for the new system , a precursor of Israel's emergence as the "startup nation". Midway, it was learned that the Soviet Union had developed missile boats and was supplying them to its clients, Egypt and Syria. The accuracy of the Soviet Styx missile was demonstrated when an Egyptian missile boat, barely visible on the horizon, sank the Israeli flagship, the destroyer Eilat, with four missiles, each hitting the target. The Israeli navy's chief electronics officer, guessing at the parameters of the Styx radar, devised electronic countermeasures aimed at diverting incoming missiles. But the efficacy of this anti-Styx umbrella could be tested only in combat. On the first night of the Yom Kippur War, Israeli missile-boats engaged three Syrian missile boats off the Syrian coast in the first ever missile-to-missile battle at sea. The Syrians, whose missiles had twice the range of Israel's, fired first. The Israeli sailors watched fireballs descending straight at them and then swerve to explode in the sea as the countermeasures kicked in. The Soviet-built boats had no such defenses. The Israeli boats closed range and sank the Syrian missile boats and two other warships. In a reprise two nights later, three Egyptian missile boats were sunk. From the fourth day the Arab fleets did not venture out of harbor. No Israeli boat was hit in the three-week war and the shipping lanes to Haifa remained open for much needed war supplies. A country with little naval tradition, a limited industrial base and a population of only three million -- half that of New York City at the time -- had challenged the advanced weaponry of a superpower at sea and achieved total victory. A new naval age had dawned. Meanwhile, beyond the horizon, more than 150 Soviet and American warships, from submarines to aircraft carriers, engaged in the largest and most dangerous naval face-off of the Cold War as their proxies battled on land.

'THE BIG SHOW IS AS CLOSE AS YOU'LL EVER GET TO FIGHTING YOUR LIFE FROM THE COCKPIT OF A SPITFIRE OR TYPHOON. PERHAPS MOST VISCERALLY EXCITING BOOK EVER WRITTEN BY A FIGHTER PILOT' Rowland White, Author of Vulcan 607 Pierre Clostermann DFC was one of the outstanding Allied aces of the Second World War. A Frenchman who flew with the RAF, he survived over 420 operational sorties, shooting down scores of enemy aircraft, while friends and comrades lost their lives in the deadly skies above Europe. The Big Show, his extraordinary account of the war has been described as the greatest pilot's memoir of WWII. ' A truly remarkable book ... the most gripping descriptions of aerial combat I have ever read' New York Times 'A thrilling read ... ranks among the finest accounts of war' Guardian 'A magnificent story' Daily Telegraph 'A classic ... gripping, ripping, full of action' Economist 'Vividly captures the spirit of air combat' The Times

The flak started about four or five minutes before the target and immediately it was apparent that it was intense and extremely accurate. Oboe entailed the pilot flying dead straight and level for ten minutes on the attack run. Suddenly a tremendous flash lit up the sky about 50 yards ahead of our nose and exactly at our altitude. Within a tenth of a second we were through the cloud of dirty yellowish-brown smoke and into the blackness beyond. I shall never forget the spontaneous reaction of both my pilot and myself. We turned our heads slowly and looked long and deep into one another's eyes - no word was spoken - no words were needed. The Mosquito was probably World War II's most versatile combat aircraft. This book contains hundreds of firsthand accounts from many of the two-man crews who flew in them; pilots and navigators. It portrays the dramatic experiences of flying in its many roles as pathfinder, night fighter, reconnaissance aircraft, precision bombing and low-level ground attack aircraft. It describes many of the RAF's most audacious raids on prime but difficult targets where carpet bombing by heavy bombers was likely to be ineffective and cause unnecessary casualties to civilians. It is a remarkable record of the aircraft and the men that flew them.

This animated and entertaining account of the varied and often colourful aspects of district administration in rural Tanganyika (Tanzania)

during the last years of Britain's trusteeship will dispel many misconceptions about colonial life. The reader is presented with a kaleidoscope of events and images, and will be drawn into the author's enthusiasms and concerns, all against a background of rapid political change. There are descriptions of foot safaris, poaching, murder, anti-famine measures, smuggling, witchcraft, a school riot, a locust invasion, and the threat of civil unrest; also of domestic matters, friendships made, and the sadness of leaving. Although the style is understated, the reader will be aware of the writer's affection for Africa and for the people amongst whom he lived and worked. This book will appeal to the serious and casual student of African affairs and history, and to anyone who takes pleasure in reading of unfamiliar events in distant places.

When *The Big Show* was first published, paper rationing meant that the text had to be heavily cut. Now, for the first time, this international bestseller has been returned to its complete, and breathtaking, original state. Pierre Clostermann was a Free French fighter ace who flew with the RAF during the Second World War. Over the course of five years he engaged in hundreds of dog-fights, shot down scores of Luftwaffe planes, escorted American bombers on some of the most dangerous raids of the war, and watched many of his friends falling to their deaths in the skies over the Channel. *The Big Show*, his incredible account of the air war over Britain and France, has become one of the most famous memoirs of the Second World War. Now in its original state, it contains everything one could wish for in a war memoir: wonderfully observed descriptions of wartime Britain, frighteningly evocative stories of in-the-cockpit action, an amazing cast of characters, and all the drama and bravery of a man fighting a desperate war thousands of feet above the ground. An undeniable classic.

The smash-hit bestseller about the world's worst air crashes and the disaster detectives who pick through the wreckage to find out why they happened - now fully revised and updated, with 30% new material. From the early tragedies of the Comet and the DC10 to the modern-day horror of the Concorde catastrophe in Paris and the mysterious loss of an Air France Airbus over the Atlantic, Faith painstakingly recreates the accidents, explains what went wrong and discusses how they can be prevented from recurring. It's a gripping, fascinating and chilling book.

"Fascinating...A richly detailed portrait." -Michiko Kakutani, *The New York Times* Known in his day as the King of Sugar, Julio Lobo was the wealthiest man in prerevolutionary Cuba. He had a life fit for Hollywood: he barely survived both a gangland shooting and a firing squad, and courted movie stars such as Joan Fontaine and Bette Davis. Only when he declined Che Guevara's personal offer to become Minister of Sugar in the Communist regime did Lobo's decades-long reign in Cuba come to a dramatic end. Drawing on stories from the author's own family history and other tales of the island's lost haute bourgeoisie, *The Sugar King of Havana* is a rare portrait of Cuba's glittering past—and a hopeful window into its future.

The narrative description and condensed history of the Spitfire's construction, combat career and post-war service, bought together to tell the complete, concise history of the world's most famous aircraft of all time and undoubtedly the finest fighter of World War 2. When *Spitfire at War* first appeared in 1974, it enjoyed critical acclaim, for the aircraft had never been described in such terms and detail before. It was followed by a second volume in 1985 and a third volume in 1990. All three volumes sold well and are hailed as classic works on the subject. These important works have been out of

print for more than a decade, thereby denying them to the current breed of aviation buffs. The time has come to re-issue the three books as a single volume, the author 'cherry-picking' the choice cuts to produce the finest title on the mighty and beloved Spitfire.

This new volume from Martin Bowman examines the closing years of the Second World War, as the tide turned against the German and Axis forces. It includes riveting first-hand accounts from German fighter pilots caught up in some of the most dramatic night time conflicts of the latter war years. Viewing Bomber Command's operations through the eyes of the enemy, the reader is offered a fresh and intriguing perspective. Set in context by Bowman's historical narrative, these snippets of pilot testimony work to offer an authentic sense of the times at hand.

****DAILY MAIL BOOKS OF THE YEAR 2019**** ****SUNDAY TELEGRAPH CHRISTMAS BOOKS OF THE YEAR 2019****

'So blissfully good that I'd give it to a reader of any age . . . deeply touching, unforgettable family memoir' ALLISON PEARSON, SUNDAY TELEGRAPH 'Uplifting and enlightening . . . Venning has a good eye for what makes the Walker story both unique and universal . . . Thrilling' MAIL ON SUNDAY 'Superb . . . With its sweeping narrative, readable style, sense of humanity and breadth of research, the saga casts a highly personal light on some of the most significant episodes of [the Second World War]' DAILY EXPRESS 'A heart-pounding narrative that feels fresh . . . this marvellous book also depicts a world that was soon to vanish' DAILY MAIL 'A moving book . . . This account of one family's experience takes us to hidden crannies of the war that more official accounts might not bother with . . . Once read, never forgotten' THE TIMES 'A sensationally good book . . . I see reflections of my own family, and beyond them, like those mirrors tilted slightly into infinity, I can see literally miles of others lined up, inexorably linked forever by a shared experience . . . this is an exceptional book and should be required reading in modern history classes' JOANNA LUMLEY 'An extraordinary, compelling picture of a family entwined in the Second World War . . . at turns funny, sad, redemptive and tragic. Fabulous' JAMES HOLLAND 'A loving tribute . . . Brimming with anecdote and rich in fascinating detail' KEGGIE CAREW ~ How would it feel if all your sons and daughters were caught up in war? What would it be like to spend six years fearing what a telegram might bring? That was the heart-wrenching reality faced by so many families throughout the Second World War, including the parents of the Walker children. From the Blitz to the battlefields of Europe and the Far East, this is the remarkable story of four brothers and two sisters who were swept along by the momentous events of the war. Harold was a surgeon in a London hospital alongside his sister Ruth, a nurse, when the bombs began to fall in 1940. Peter was captured in the fall of Singapore. Edward fought the Germans in Italy, and Walter the Japanese in Burma, while in London, glamorous Bee hoped for lasting happiness with an American airman. In *To War With the Walkers*, Annabel Venning, Walter's granddaughter, tells the enthralling and moving tales of her relatives,

six ordinary young men and women, who each faced an extraordinary struggle for survival.

This first of two volumes on de Havilland's "Wooden Wonder" covers the night-fighter and fighter-bomber variants of the deadly Mosquito. The development of the multirole Mosquito, from its original bomber and photoreconnaissance operational function to that of a night-fighter and fighter-bomber configuration, was initiated by the latent threat of a renewal of the 1940-41 "Blitz." Over the ensuing years of WWII, the Mosquito attacked the enemy with sorties across a 24-hour time span, challenging the German Nachtjagd with aerial interceptions, as well as attacks on Luftwaffe airfields. Pinpoint assaults on specialist targets was another aspect of Mosquito fighter-bomber operations, whose destructive effect on the Axis was constantly felt. Also covered are the Mosquito's operations with the Fleet Air Arm, as well as postwar use. Part of the Legends of Warfare series.

This new book by Tony Buttler, a first of its kind, describes the British fighter, bomber, and research aircraft produced in the run up to and during World War II. Detailed coverage of aircraft that were built and flown as prototypes only, combine with others such as the Westland Welkin which entered production but never reached a squadron. Un-built design projects are explained and all types are covered separately, along with a large selection of photographs, some of which have rarely been seen before. This book covers basic short-term insurance fighters such as the Miles M.20, the Martin-Baker M.B.5, and Supermarine Spitfire, which represented the ultimate in piston fighter development, the Fairey Spearfish torpedo bomber and the four engine Vickers Windsor, oddities like the Blackburn B.20 flying boat, and Britain's first jet aircraft, the Gloster E.28/39. A comprehensive appendix, with the use of photographs and brief details, examines one-off examples of standard production types that were fitted with non-standard features. Gathered from archival sources, renowned author Tony Buttler presents a wealth of information on these historic aircraft.

The extraordinary stories of ten fighter pilots, told in their very own words during the Second World War.

The Great Lakes are the largest collection of fresh surface water on earth, and more than 40 million Americans and Canadians live in their basin. Will we divert water from the Great Lakes, causing them to end up like Central Asia's Aral Sea, which has lost 90 percent of its surface area and 75 percent of its volume since 1960? Or will we come to see that unregulated water withdrawals are ultimately catastrophic? Peter Annin writes a fast-paced account of the people and stories behind these upcoming battles. Destined to be the definitive story for the general public as well as policymakers, The Great Lakes Water Wars is a balanced, comprehensive look behind the scenes at the conflicts and compromises that are the past-and future-of this unique resource.

"During the build-up to the Allied invasion of Northern Europe, Battle of Britain hero Tom "Ginger" Neil was assigned as an RAF liaison to an American fighter squadron. As the Allies pushed east, Neil commandeered an abandoned Spitfire

as his own personal aeroplane. Erasing any evidence of its provenance and stripping it down to bare metal, it became the RAF's only silver Spitfire. He took his plane into battle alongside his US comrades until, with the war's end, he was forced to make a difficult decision. Faced with too many questions about the rogue fighter, he contemplated increasingly desperate measures to offload it, including bailing out mid-Channel. He eventually left the Spitfire at Worthy Down, never to be seen again. *THE SILVER SPITFIRE* is the unique and gripping account of Tom Neil's heroic experience as an RAF fighter pilot, flying his very own Spitfire"--Cover.

The twin-engined Mosquito was one of the classic aircraft of the Second World War. Famously wooden-built, its graceful lines and powerful performance have made it into an airborne icon. Its operational versatility as a fighter, low level bomber and reconnaissance aircraft was unsurpassed. In this book we get the firsthand crew accounts of a selection of the actions and missions that the 'Mossie' undertook. These include audacious raids on Nazi HQs and Gestapo jails -real precision attacks carried out by ace fliers.

The flak started about four or five minutes before the target and immediately it was apparent that it was intense and extremely accurate. Oboe entailed the pilot flying dead straight and level for ten minutes on the attack run. Suddenly a tremendous flash lit up the sky about 50 yards ahead of our nose and exactly at our altitude. Within a tenth of a second we were through the cloud of dirty yellowish-brown smoke and into the blackness beyond. I shall never forget the spontaneous reaction of both my pilot and myself. We turned our heads slowly and looked long and deep into one another's eyes - no word was spoken - no words were needed. The Mosquito was probably World War II's most versatile combat aircraft. This book contains hundreds of first-hand accounts from many of the two-man crews who flew in them; pilots and navigators. It portrays the dramatic experiences of flying in its many roles as pathfinder, night fighter, reconnaissance aircraft, precision bombing and low-level ground attack aircraft. It describes many of the RAF's most audacious raids on prime but difficult targets where carpet bombing by heavy bombers was likely to be ineffective and cause unnecessary casualties to civilians. It is a remarkable record of the aircraft and the men that flew them.

The story of the revolutionary missile boat used by Israel in the Yom Kippur War.

Tulagi was the capital of the British Solomon Islands Protectorate between 1897 and 1942. The British withdrawal from the island during the Pacific War, its capture by the Japanese and the American reconquest left the island's facilities damaged beyond repair. After the war, Britain moved the capital to the American military base on Guadalcanal, which became Honiara. The Tulagi settlement was an enclave of several small islands, the permanent population of which was never more than 600: 300 foreigners—one-third of European origin and most of the remainder Chinese—and an equivalent number of Solomon Islanders. Thousands of Solomon Islander males also passed through on their way to work on

plantations and as boat crews, hospital patients and prisoners. The history of the Tulagi enclave provides an understanding of the origins of modern Solomon Islands. Tulagi was also a significant outpost of the British Empire in the Pacific, which enables a close analysis of race, sex and class and the process of British colonisation and government in the late nineteenth and early twentieth centuries.

Christmas Eve, 1957: An RAF pilot needs a miracle to make it home as his fighter jet begins to fail, in a story by the #1 New York Times–bestselling author. It is Christmas Eve, 1957, and there are cozier places to be than the cockpit of a de Havilland Vampire fighter plane. But for the Royal Air Force pilot who has just taken off from West Germany, this single-seat jet is the only way to make it back to England for Christmas morning. His flight plan is simple; the fuel tank is full. In sixty-six minutes, he will be back in Blighty. But then the plane begins to fail. First the compass goes haywire, then the radio dies. Lost and alone above the English coast, the pilot is searching for a landing strip when the fog closes in, signaling certain death. He has given up hope when a second shadow appears—a Mosquito fighter-bomber of World War II vintage. The plane is a “shepherd,” guiding the Vampire to a safe landing, and its appearance is a gift from fate, a miracle out of time—but for one lonely pilot, the mystery has just begun. A classic bestseller, beloved by aviation fans (including actor John Travolta, who calls it “one of my favorites because it personalizes the two planes”) and general readers alike, *The Shepherd* is a gripping, heartwarming tale for a cold winter’s night.

[Copyright: 78d7ffcf639ddc913d27c02ec0851905](#)