

Aces High 1 11 Aircombat

Aces High A Further Tribute to the Most Notable Fighter Pilots of the British and Commonwealth Air Forces in WWII, Volume 2 Grub Street Publishing

This work is presented to the reader with several ideas in mind. First, it is the author's hope that, in some small way, it will help preserve the memory of a little known pilot who fought, not only for his own country, but also for France and England during the early, dark days of World War II. While Waclaw Lapkowski was an experienced pilot who became one of Poland's aces during the war, his early demise, like that of so many others, has relegated his achievements to the back pages of history, making them nearly forgotten. However, in referring to pilots such as Lapkowski, the great British ace Robert Stanford-Tuck cites the many men "who were credited with six, seven, or eight victories", pilots that "formed the bulk and guts of our fighter force." The second reason for producing this work is the unique use of official combat and operations reports from the Royal Air Force (RAF). Many of those who are interested in World War II aviation and fighter aces have read the biographies, and first-hand accounts of air combat contained within, of such men as Douglas Bader, Witold Urbanowicz, Adolph Galland, and Gregory "Pappy" Boyington, to name just a few. But what of those "aces" that did not survive to tell their story? How are they to be remembered? In the case of those who served with the RAF, the answer is, in part, through the use of official combat reports and related documents. While these official RAF and Polish Air Force (PAF) records do not sound particularly exciting, a glance at the surviving records quickly proves otherwise. Indeed, the title of this book consists of a borrowed phrase from one such report, and is a small example of the many dramatic events recorded within, often in the pilot's own words. While these reports have been an important source for many works on the RAF and PAF and its achievements during the war, never before, to the author's knowledge, have official combat reports been presented to the reading public in their original form. Though not originally intended for public view, they nonetheless make for exciting and informative reading and will be of interest not only to those with a passing interest in World War II aviation, but to the serious student as well. While the author was unable to obtain combat reports for all of Lapkowski's flights, those that were procured for September 1940 and June 1941 are of particular interest as they highlight all of the "kills" that he made while serving in the RAF. The final reason for choosing to write about Waclaw Lapkowski is due to the availability of wartime artifacts connected with his service in the RAF. About a year ago the author came in contact with a man who owned a portion of Lapkowski's Hurricane fighter, which was legally excavated in 1979. The author subsequently obtained a small piece of the wreckage for his personal collection, while the collector retained the remains of its Merlin engine, the prop boss, its Browning machine guns, and other items formerly on display at an aviation museum. Once this artifact was in the author's possession, he became interested in finding out about Lapkowski, his career, and his subsequent fate. While this work gives much information about 303 Squadron, it is not, however, a squadron history. While a book entitled Squadron 303 was published in London in 1942, written by Arkady Fiedler, it was not intended as an exacting history of the unit. Instead, it was a nice work of wartime public relations to help explain the Polish contribution in general terms during the Battle of Britain. Despite its shortcomings, Fiedler's book deserves its own place in the annals of aviation history. Copies by the thousands were smuggled into Nazi-held Poland and served not only to show that those who had left Poland were still fighting for their country, but served as an inspiration to those left behind to continue their resistance. No definitive squadron history has yet been translated into English. What the author found out, from the official combat reports, and various published sources, uniquely combined with available archaeological artifacts, was fascinating. What emerged from the records is a story worth telling. Waclaw Lapkowski, though not famous like such other Polish aces as Stanislaw Skalski, Jan Zumbach, or Urbanowicz, had an interesting and distinguished career. He was in the thick of battle at the outset of the war, when Germany invaded Poland on September 1, 1939, and saw subsequent service during the Battle of France and the Battle of Britain in 1940. He achieved air victories in two out of three of these campaigns, and is one of only a handful of men, less than 150 in number, who served in all three campaigns. To borrow a phrase from the British, Waclaw Lapkowski truly was one of "The Few", men whose skill and bravery helped stem the tide of German aggression and made Allied victory possible, at the cost of their own lives.

Horror comics were among the first comic books published—ghastly tales that soon developed an avid young readership, along with a bad reputation. Parent groups, psychologists, even the United States government joined in a crusade to wipe out the —and they almost succeeded. Yet the genre survived and flourished, from the 1950s to today. This history covers the tribulations endured by horror comics creators and the broader impact on the comics industry. The genre's ultimate success helped launch the careers of many of the biggest names in comics. Their stories and the stories of other key players are included, along with a few surprises.

Lon O. Nordeen has completely updated his 1985 chronicle of military aviation's evolving role in warfare, now covering the major conflicts of the past four decades. He presents the historical and political background of each conflict and includes in-depth discussions of the aircraft, weapons, tactics, training, new systems, and other factors that influenced the outcome of each war. New and existing chapters have been enhanced with information based on recently declassified material—especially regarding Vietnam—and new sources in Egypt, Israel, and the former Soviet Union. As "smart" bombs have become more successful in reducing the risks for pilots and frontline troops, air-missile warfare has become the central player in military conflicts. Air Warfare in the Missile Age, Second Edition, is a valuable resource for understanding the evolution of modern air warfare. "The fielding of automated flight controls and weapons systems in fighter aircraft from 1950 to 1980 challenged the significance ascribed to several of the pilots' historical skillsets, such as superb hand-eye coordination--required for aggressive stick-and-rudder maneuvering--and perfect eyesight and crack marksmanship--required for long-range visual detection and destruction of the enemy. Highly automated systems would, proponents argued, simplify the pilot's tasks while increasing his lethality in the air, thereby

opening fighter aviation to broader segments of the population. However, these new systems often required new, unique skills, which the pilots struggled to identify and develop. Moreover, the challenges that accompanied these technologies were not restricted to individual fighter cockpits, but rather extended across the pilots' tactical formations, altering the social norms that had governed the fighter pilot profession since its establishment. In the end, the skills that made a fighter pilot great in 1980 bore little resemblance to those of even thirty years prior, despite the precepts embedded within the "myth of the fighter pilot." As such, this history illuminates the rich interaction between human and machine that often accompanies automation in the workplace. It is broadly applicable to other enterprises confronting increased automation, from remotely piloted aviation to Google cars. It should appeal to those interested in the history of technology and automation, as well as the general population of military aviation enthusiasts."--Provided by publisher.

A Companion to the First World War brings together an international team of distinguished historians who provide a series of original and thought-provoking essays on one of the most devastating events in modern history. Comprises 38 essays by leading scholars who analyze the current state of historical scholarship on the First World War Provides extensive coverage spanning the pre-war period, the military conflict, social, economic, political, and cultural developments, and the war's legacy Offers original perspectives on themes as diverse as strategy and tactics, war crimes, science and technology, and the arts Selected as a 2011 Outstanding Academic Title by CHOICE

The MiG-1/3 family of fighters was built to satisfy a Soviet Air Force requirement for an advanced, fast, high-altitude fighter. Entering service in the spring of 1941, the problematic MiG-1 had its handling issues rectified with the hasty production of the MiG-3. Many of these were destroyed on the ground when the Germans launched Operation Barbarossa. Nevertheless, enough examples survived to allow pilots such as Stepan Suprun and Aleksandr Pokryshkin to claim a number of victories in the type. This book tells the complete story of the men who made ace in the first examples of the famous MiG fighter. Born in Surrey in 1918, Dennis David had a very distinguished war record, both during the Battle for France and the Battle of Britain. This is his autobiography of his flying career until he retired in 1967. Formed shortly after the outbreak of World War 2, and equipped with Messerschmitt Bf 109Es, Jagdgeschwader 1 was initially tasked to defend the regional North Sea and Baltic coastal areas and Germany's main port cities and naval bases. The greatest task for JG 1 though came after 1942 in its defence of the Reich against the US Eighth Air Force's B-17s and B-24s, bearing the brunt of defence against increasingly regular, larger and deep penetrating USAAF daylight bomber raids with fighter escort. Levels of attrition subsequently grew, but so did experience among the leading aces, who were often the subject of propaganda films and literature. Many of Germany's most famous World War 2 aces flew with JG 1 including Herbert Ihlefeld (132 victories), Heinz Bär (220) and Walter Oesau (127), piloting Bf 109Es, Fw 190s and the Heinkel 162 jet fighter. Packed with photographs and profile artwork and revealing first-hand accounts, this is the compelling story of the Luftwaffe fighter pilots who battled to defend the skies of Germany.

In this exciting book Mike Spick shows how the Luftwaffe's leading fighter pilots were able to outscore their allied counterparts so effectively and completely during the Second World War. When the records of the Jagdflieger pilots became available after the war, they were initially greeted with incredulity _ the highest claim was for 352 kills, and more than 100 pilots had recorded more than 100 victories. However postwar research proved that these claims had in fact been made in good faith and confirmation had only been given after rigorous checking. To discover the secret of this success, aviation history expert Mike Spick examines the exploits of these aces and sets out the context in which it took place. Every major theater is covered in detail including the conditions peculiar to each: climate, relative numerical and qualitative strengths, the presence or absence of radar and other measures, and the relative merits of the planes being flown. He focuses on the methods and tactics used by individual aces and uses firsthand sources wherever possible to put the reader right alongside the pilot in the cockpit.

Day-by-day account of a German fighter squadron, one of only two Luftwaffe units to spend the entire war in the West Covers D-Day and the Normandy campaign, Operation Market Garden, the Battle of the Bulge, and more JG 26 was known as "The Abbeville Boys" and seen as an elite squadron Unit flew Messerschmitt Bf 109s and Focke-Wulf Fw 190s

A pictorial history of Hitler's fighter pilots that "will be of great interest to aircraft modelers and aviation historians alike" (AMPS Indianapolis). Military and aviation history enthusiasts have always been interested in the fighter pilots of Hitler's Luftwaffe. Around five hundred Luftwaffe fighter pilots were awarded the Knight's Cross, accumulating huge numbers of missions flown. A similar number achieved more than forty victories—more than the two leading USAF and RAF fighter pilots. Indeed, some of their stories are extraordinary. Fighting from the Arctic Circle to the North African deserts, from the Caucasus in the East to Normandy in the West, the German fighter pilot flew and fought until he was shot down, "flown out," wounded, or killed in action. A handful survived from "first to last." This first volume of Day Fighter Aces of the Luftwaffe traces the story of the Luftwaffe's day fighter arm (der Tagjagd) from its inception to 1942. Organized campaign by campaign, this chronological account interweaves brief biographical details, newly translated personal accounts, and key moments in the careers of a host of notable and lesser-known Luftwaffe aces.

The emphasis of this book is on the human experience that binds together the history of the two World Wars: v.2. The peoples' experience -- The cultural experience -- The moral experience -- Reflections.

A multidimensional, multidisciplinary work on one of the least understood but most important conflicts in modern history. • 760 alphabetically organized entries covering all aspects of the Korean War era—military, political, economic, social, and cultural • Nearly 150 primary documents in a separate volume • More than 125 contributors, including both civilian professors from a wide range of disciplines as well as military officers • An updated historiographical essay compiled by Dr. Allan R. Millett, one of the nation's leading military historians and experts on the Korean War • More than 350 illustrations and 21 detailed maps • A chronology of the Korean War, a glossary, and a general bibliography

An extensive guide to Japan's Naval Air Force Fighter Units and their ace pilots during conflicts in the 1930s and '40s, now in English. The book begins by looking at the land- and aircraft carrier-based navy fighter units and their operations from 1932 to 1945, as well as their history and achievements. This is followed with biographical details for all pilots who claimed eight or more aerial victories. The thorough appendix provides detailed listings of all pilots known to have claimed five or more victories (and thus considered

to be “aces”), listings of the graduation from training of all Japanese Navy fighter pilots, and of fighter pilot casualties. Photographs, maps, and artist’s side-view drawings and paintings of aircraft relevant to each of the units are also included. This revised edition is a companion volume to Japanese Army Air Force Fighter Units and Their Aces, 1931–1945.

In thirty-five chapters, *The Greatest Air Aces Stories Ever Told* covers many of the leading American and British Commonwealth fighter aces of WW I and II, together with a few bomber crews whose gallantry made a substantial contribution to the end of WW II. Other nations had their aces, but this book concentrates on American and Commonwealth pilots. These aviators were chosen not only because of their “scores” and their great courage, but also for other qualities which set them apart, like the WWII Royal Air Force Wing Commander who shot down more than 20 Germans while flying with two artificial legs. Here are a few of the aces. Note that the air forces of Europe and the United States did not always have today’s names, used here for simplicity’s sake: Albert Ball, RAF, son of the Lord Mayor of Nottingham, winner of the Victoria Cross. He had 44 victories in WWI when he was killed at the age of 20, well known to his German foes, who much admired him. Gabby Gabreski, USAF. Son of hard-working Polish immigrants. An ace in WWII with 28 kills and later in Korea, with another six. He was an accomplished commander, finished a long career as a colonel. Mick Mannock, RAF. Tough and aggressive in spite of his fear of fire, he won not only the Victoria Cross, but five other high awards for gallantry. Highest British scorer of WWI with 73 victories, he detested Germans, and rejoiced with every kill. He was shot down by ground fire in the last year of the war. David McCampbell, USN. Scored 34 WWII kills to become the U.S. Navy’s all-time ace. In 1944, set an all-time record with nine victories on a single mission. Winner of the Congressional Medal. Pick Pickard, RAF. Led the RAF rooftop bomber raid on Amiens Prison In WWII, freeing many underground members, some of whom were facing death, and who were promptly spirited away by French partisans. Frank Luke, USAF. Deadly American famous for his busting of German observation balloons in WWI. Shot up over German territory, he managed to land safely, but, being Luke, tried to fight it out with enemy infantrymen with only his pistol. The book will also touch on the equipment these aces flew, from the famous Fokkers and Sopwith Camels to the ungainly two-seater FE2b, which was driven by a pusher engine and looked like a bathtub with wings and a miniature oil derrick glued on the back. Also included are our own Grumman carrier fighters, the P-40s, the P-38s, as well as the P-51 Mustang, probably the finest fighter of the war, a happy marriage of an American airframe and a British engine. The deadly, graceful Spitfire has its place, as do the Hurricane, the biplane Gladiator, and even the four-engine Lancaster.

Beretter om jagerpiloter, der under 2. verdenskrig i RAF opnåede nedskydninger af fjendtlige fly, herunder danskeren Kaj Birksted, som blev Wing Commander (Oberstløjtnant) i de norske flyvestyrker under RAF

The first virtually all-jet war, the conflict in Korea saw F-86 Sabres of the USAF take on MiG-15s of the North Korean and Chinese air forces. Although the Allied pilots were initially taken aback by the ability of the communist fighter in combat, sound training and skilful leadership soon enabled Sabre pilots to dominate the dogfights over the Yalu River. In all 39 F-86 pilots achieved ace status, and a number of these are profiled in this volume, as are notable pilots from the US Navy, Marine Corps and Royal Navy and, for the first time, the handful of MiG-15 aces.

This book examines the reality behind the myths of the legendary German fighter aces of World War II. It explains why only a small minority of pilots - those in whom the desire for combat overrode everything - accounted for so large a proportion of the victories. It surveys the skills that a successful fighter pilot must have - a natural aptitude for flying, marksmanship, keen eyesight - and the way in which fighter tactics have developed. The book examines the history of the classic fighter aircraft that were flown, such as the Messerschmitt Bf 109 and the Focke Wulf Fw 190, and examines each type's characteristics, advantages and disadvantages in combat. The accounts of the experiences of fighter pilots are based on archival research, diaries, letters, published and unpublished memoirs and personal interviews with veterans. The pilots included are Werner Molders, Gunther Rall, Adolf Galland, Erich Hartmann and Johannes Steinhoff.

This volume updates the information in the first volume and adds some new names. Information has been added on the pilots who gained success against the V-1 flying bombs during 1944-45. Detail is also provided on those units in which virtually all the fighter pilots served at some time or another - the fighter Operational Training Units - and of specialist units such as the Central Gunnery School, Fighter Leader's School and Fighter Experimental Units. There is also coverage of the only other conflicts in which British pilots have been able to claim victories since 1945 - Korea and the Falklands Conflict.

This aviation handbook is designed to be used as a quick reference to the classic military heritage aircraft that have been flown by members of the Canadian Air Force, Royal Canadian Air Force, Royal Canadian Navy, Canadian Army and the present-day Canadian Forces. The interested reader will find useful information and a few technical details on most of the military aircraft that have been in service with active Canadian squadrons both at home and overseas. 100 selected photographs have been included to illustrate a few of the major examples in addition to the serial numbers assigned to Canadian service aircraft. For those who like to actually see the aircraft concerned, aviation museum locations, addresses and contact phone numbers have been included, along with a list of aircraft held in each museums current inventory or on display as gate guardians throughout Canada and overseas. The aircraft presented in this edition are listed alphabetically by manufacturer, number and type. Although many of Canadas heritage warplanes have completely disappeared, a few have been carefully collected, restored and preserved, and some have even been restored to flying condition. This guide-book should help you to find and view Canadas Warplane survivors.

The first VF-2 was a prewar unit that had been dubbed the 'hottest outfit afloat' due to the skill of their non-commissioned pilots. This first unit only saw combat at the Battle of the Coral Sea, although VF-2 pilots flying Grumman F4F Wildcats were able to rack up 17 claims there during the bitter 48-hour period of fighting. The second 'Fighting Two' was armed with the new Grumman F6F-3 Hellcat fighter. Arriving in Hawaii in October 1943, the squadron so impressed Cdr Edward H 'Butch' O'Hare, the Medal of Honor-winning first US Navy ace of World War 2, that he requested the squadron replace VF-6 in his CAG-6 aboard USS Enterprise. No unit US Navy unit created more aces than VF-2, whose pilots went into action over the Carolines, Marianas, Guam, Iwo Jima and the Battle of the Philippine Sea. Using exquisite photographs and first-hand accounts from the elite fliers themselves, this volume tells the story of the ace pilots who comprised the original VF-2 and the second.

Describes the careers of famous fighter pilots from World War I through the air war over the Falkland Islands in 1982.

The I-15, I-16 and I-153 fighters were the world's first mass-produced fighters. Some 17,000 Polikarpovs had been manufactured by the time production ceased in 1941. They served with the Republicans in the Spain, the Chinese against Japan in 1937–38, and the Soviets against both Japan in the Nomonhan Incident and Finland during the Winter War. By 1941, more than 20 Soviet pilots had made ace in Polikarpovs, and many more attained that status during the first months of the German invasion. Though thoroughly outclassed, the Polikarpov was the backbone of the Soviet air force during the early months of the war in the east, and continued to serve, as training aircraft and as frontline fighters, some right through to 1945.

A celebration and a tribute to the warriors of the air who as young men served their country with unselfish devotion. Hear their words. Join these young Canadians in combat. AN EXCERPT FROM THE ACCOUNT OF GROUP CAPTAIN RAYNE SCHULTZ, 410 SQUADRON. It was heading home very fast, a Junkers 188, in thin cloud, well out over the North Sea. We hit it badly, and it was flaming, two-three hundred yards [of] flames streaming behind... my navigator, being a serious-minded individual said, "Let's get in closer and take a good look at it, as it is a different type of aircraft and I can report on it when we get down." So I closed in, which was the stupidest thing I ever did.... The mid-upper gunner was not dead; he was sitting inside of the flames. The next thing I saw the gun traversing down toward us. I broke as fast as I could, but he put forty to forty-four 13mm cannon shells into us. I had pistons blown out of one engine and the constant speed unit blown out in the other. We were going to bail out! We jettisoned the door and the navigator was halfway out when the chap came back from the Ground Control Intercept (GCI) and said, "There is a Force 9 to 10 sea and we will never be able [to rescue] you." So we brought that aircraft back to Bradwell Bay and I can tell you it near flew again. My navigator was wounded, bleeding from the face. I could see the engines running red hot, one was actually running on molten metal... the whole thing glowing inside. The air bottles were shot away and I had no brakes for landing. The Mosquito was in ribbons.

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