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KEY=WORLD - ZION CARDENAS

CORSAIR ACES OF WORLD WAR 2

Osprey Publishing *The speed with which the Corsair was rushed into service as a land-based fighter obliged the pilots to learn on the job. The aircraft soon proved to be superior to the Japanese Zero and played a major part in the destruction of Japan's elite air forces in the South Pacific. Later, in an effort to counter the Kamikaze threat, the Corsair was once again hurriedly pressed into service; this time in its originally intended role as a shipboard fighter. This versatile aircraft saw service with the US Navy and Marines, the British Fleet Air Arm and the RNZAF. Most of the 4FU pilots who recount their experiences within these pages considered it to be the best all-round fighter in the Pacific theatre.*

GERMAN JET ACES OF WORLD WAR 2

Osprey Publishing *The Third Reich's last ditch efforts to sweep the massed Allied bomber formations from the skies of Germany centred around the new crop of jet 'wonder weapons' that were issued to the Jagdwaffe from mid-1944 onwards. Far in advance of anything the Allies had even in the experimental phase, types like the Me 262, He 162, Me 163 and the Ar 234 could perform their combat sorties with relative impunity. However, paucity in numbers and unreliable jet engines eventually cancelled out any technological edge that these aircraft offered.*

FINNISH ACES OF WORLD WAR 2

Bloomsbury Publishing *Always outnumbered by their Soviet counterparts, the small band of Finnish fighter pilots who defended their Scandinavian homeland from the 'communist hordes' in three separate wars between 1939 and 1945 amassed scores only bettered by the Luftwaffe's Jagdflieger. Initially equipped with a motley collection of biplane and monoplane fighters garnered from sources across the globe, the Finnish Air Force was thrust into combat in November 1939. Given little chance against the massive Soviet force, the Finnish fighter pilots confounded the sceptics and decimated the attacking fighter and bomber formations, prompting the Russians to call a halt in March 1940. This scenario was repeated in 1941, and by 1943 the Finns had become uneasy allies with the Germans. Complete with first-hand accounts and detailed colour illustrations, this book profiles aces like Juutilainen and Wind, who proved unbeatable in the final months of conflict.*

SOVIET ACES OF WORLD WAR 2

Bloomsbury Publishing *No single volume in English has ever appeared in the West dealing with this intriguing subject area, but now that restrictions have relaxed in the former Soviet Union, records of the deeds of the elite pilots of the various Soviet Air Forces are coming to light. Although initially equipped with very poor aircraft, and robbed of effective leadership thanks as much to Stalin's purges in the late 1930s as to the efforts of the Luftwaffe, Soviet fighter pilots soon turned the tables through the use of both lend-lease aircraft like the Hurricane, Spitfire, P-39 and P-40, and home-grown machines like the MiG-3, LaGG-3/5, Lavochkin La-5/7/9 and the Yak-1/3.*

P-36 HAWK ACES OF WORLD WAR 2

Bloomsbury Publishing *The Curtiss P-36 was considered a revolution in performance design in comparison to other US fighters. Yet by the time of the Japanese attack on Pearl Harbor the P-40 was increasingly supplanting the P-36, which the US then exported to France under the guise of the Hawk 75. Flown by the French, captured by the Germans, sold to the Finns, transferred to India and Africa, and even incorporated into the RAF, the Hawk 75 saw service in every theatre of operations and in a variety of combat environments. This book depicts the fascinating life of a plane that fought on both sides in the war, with colour artwork, photographs and first-hand accounts.*

MIG-3 ACES OF WORLD WAR 2

Bloomsbury Publishing *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.*

ITALIAN ACES OF WORLD WAR 2

Bloomsbury Publishing *Flying aircraft such as the Macchi 200-202, Fiat G.50 and biplane Fiat CR.42, the Italian fighter pilots were recognised by their Allied counterparts as brave opponents blessed with sound flying abilities, but employing under-gunned and underpowered equipment. Following the Italian surrender in September 1943, a number of aces continued to take the fight to the Allies as part of the Luftwaffe-run ANR, which was equipped with far more potent equipment such as the Bf 109G, Macchi 205V and Fiat G.55. Flying these types, the handful of ANR squadrons continued to oppose Allied bombing raids on northern Italy until VE-Day.*

YAKOVLEV ACES OF WORLD WAR 2

Bloomsbury Publishing *The Yak-1 entered Soviet service in 1941, one of three modern types of aircraft accepted for production just prior to the German invasion of the USSR. Despite initial shortcomings, it soon proved to be the thoroughbred of the Soviet Airforce. Indeed, it remained in production until the end of the war, modernized but fundamentally recognizable. By VE-day about 33,100 Yakovlev fighters had been built. Virtually all Soviet fighter regiments flew at least one variety of Yak for a time, including those which gained their fame identified with other aircraft, and consequently many pilots known as Airacobra or Lavochkin aces also scored victories with the Yak. Many other famous aces were exclusively 'Yak patriots', including the French Normandie pilots. This book focuses on the Soviet aces who scored all, or most of their victories in the Yak, drawing informaion from official unit histories and memoirs of the Soviet pilots themselves.*

RUMANIAN ACES OF WORLD WAR 2

Bloomsbury Publishing *First seeing action in the wake of the German invasion of the USSR in June 1941, the Royal Rumanian Air Force had been allied to the Luftwaffe since the Romanian government signed a Tripartite Pact with Germany and Italy in November 1940. This book reveals how, despite suffering heavy losses to the numerically superior Russian forces, the Rumanians inflicted even greater casualties on the communists. Locked in bitter conflict with the Soviets until September 1944, when the Red Army poured across the Rumanian frontier and forced an armistice, the modest fighter force claimed 1500+ kills using primarily Bf 109's, E's.*

FIAT CR.42 ACES OF WORLD WAR 2

Bloomsbury Publishing *The Fiat CR.42, a logical development of the Fiat CR.32, was the last single-seat fighter biplane to be produced. It entered service with the Italian Regia Aeronautica in May 1939 before being exported to Belgium, Hungary and Sweden. Its combat debut came when the Belgian air force threw its fleet into action during the German invasion of the Low Countries on 10th May 1940. Despite being quickly overwhelmed, the Belgian pilots managed to make a number of aerial claims. The CR.42 became heavily involved in the fighting in North Africa and although it was gradually replaced by more modern fighters, it continued in a point defence and ground support role until the end of the war. Drawing on research from a range of sources, this book examines the extensive employment of the Italian fighter plane during the course of World War II.*

BEAUFIGHTER ACES OF WORLD WAR 2

Bloomsbury Publishing *Entering service at the end of the Battle of Britain, the pugnacious Bristol Beaufighter was deployed in numbers by Fighter Command just in time for the start of the Luftwaffe's night 'Blitz' on Britain. Flown by specialised nightfighter squadrons - several of them elite pre-war Auxiliary Air Force units - it was the first nightfighter to be equipped with an airborne radar as standard. Thus equipped, it combined the ability to 'see' the enemy at night with the devastating hitting power of four cannon and six machine guns. This book covers the exploits of the men who made ace in the Beaufighter and includes stunning original artwork together with first hand accounts of the action.*

CROATIAN ACES OF WORLD WAR 2

Bloomsbury Publishing *Initially flying Italian-supplied Fiat G.50s, the Croat forces suffered heavy losses during 1942 whilst flying alongside JG 52 in the southern sector of the Russian front. Despite this, a significant number of kills fell to future aces such as Cvitan Galic and Mato Dubovak during this time, and when the units re-equipped with Bf 109G-10s in 1943, battle-seasoned Croat pilots started to rack up impressive scores. This book reveals how, by 1944, Croat air groups were defending Yugoslavia from British and American air raids, and in the final months of the war a handful of surviving pilots fought on until final defeat in May 1945.*

ROYAL NAVY ACES OF WORLD WAR 2

Bloomsbury Publishing *The Fleet Air Arm (FAA) of the Royal Navy served with distinction in every theatre of war throughout World War II. From its poorly equipped beginnings it started the war with few suitable, modern, carrier-born fighters to the final campaigns over the Japanese home islands, the FAA proved an effective fighting force wherever it went. FAA Pilots had the distinction of being responsible for both the first, and last, enemy aircraft to be shot down during the war. Featuring first hand accounts, combat reports, photographs from private collections and an array of colour plates*

depicting the range of profiles and symbolic markings that were used, this book will detail the history and combat experiences of these forgotten pilots who served with such distinction for the Allied cause.

BREWSTER F2A BUFFALO ACES OF WORLD WAR 2

Bloomsbury Publishing Although designed and built for the US Navy, the F2A fought in only one major US engagement, the battle of Midway, in which F2A pilots managed to shoot down a number of Japanese fighters. Soon replaced by the navy, the F2A was exported to Britain, where it was nicknamed the 'Buffalo' thanks to its stubby appearance. The British sent most of these fighters to the Far East where they were used in the defence of Singapore and Malaya. It was in the Winter War, however, that the F2A truly found a home. Calling the plane simply the Brewster, the Finnish flew it against the invading Russians. Overall 37 Finns achieved ace status flying the Brewster, and it was the Finnish fighter of choice until succeeded by the Bf 109 in 1943.

AMERICAN NIGHTFIGHTER ACES OF WORLD WAR 2

Bloomsbury Publishing The Americans lagged behind their European contemporaries in military aviation in the late 1930s, and it took the Battle of Britain to awaken America to the necessity of having aircraft that could defend targets against night-time attack by bomber aircraft. This book examines the numerous aircraft types that were used by the US in this role, beginning with the early stop-gap conversions like the TBM Avenger, Lockheed Ventura and the A-20 Havoc (P-70). It goes on to detail the combat history of the newer, radar-equipped Hellcats, Corsairs and Black Widows that were designed to seek out enemy aircraft and which registered most of the kills made by the Navy, Marine Corps and USAAF in 1944-45. With full-colour profiles and rare photographs, this is an absorbing account of an underestimated flying force: the American Nightfighters.

JU 88 ACES OF WORLD WAR 2

Bloomsbury Publishing Initially designed as a fast medium bomber, the Junkers Ju 88 was also used as a Zerstörer heavy fighter by the Luftwaffe. It saw its combat debut over Poland in 1939, and heavy fighter variants saw action on every front up to VE Day. The ultimate Ju 88 fighter variant was the G-model of 1944, which boasted a FuG 220 or 227 radar, an astounding array of cannon and machine gun armament and advanced Junkers Jumo or BMW engines. A dedicated nightfighter, the first Ju 88G-1s entered service with the Nachtjagd in the summer of 1944, replacing Ju 88C/Rs as well as some Bf 110Gs. Despite suffering heavy losses in the final months of the war, Ju 88Gs also inflicted serious casualties on Bomber Command throughout the war. From patrolling over the Bay of Biscay, to the Arctic circle opposing Allied convoys and, most successfully, as radar-equipped nightfighters engaging RAF heavy bombers during defence of the Reich operations from late 1941, this is the story of the Ju 88 aces who menaced Allied aircraft and shipping throughout World War 2.

POLISH ACES OF WORLD WAR 2

Bloomsbury Publishing Pilots of the Polish Air Force saw action from the first day of World War 2 until the final victory in Europe. Flying hopelessly outmoded P.11 fighters in defence of their country in September 1939, a handful of aviators inflicted serious losses on the Luftwaffe before being overwhelmed. The survivors escaped to then neutral Hungary and Romania, before being ordered to France by the new C-in-C of exiled Polish Armed Forces, General Sikorski. With the invasion of Western Europe in May 1940, the surviving pilots were once more thrust into desperate action in newly-formed Polish units

GERMAN JET ACES OF WORLD WAR 2

Osprey Publishing The Third Reich's last ditch efforts to sweep the massed Allied bomber formations from the skies of Germany centred around the new crop of jet 'wonder weapons' that were issued to the Jagdwaffe from mid-1944 onwards. Far in advance of anything the Allies had even in the experimental phase, types like the Me 262, He 162, Me 163 and the Ar 234 could perform their combat sorties with relative impunity. However, paucity in numbers and unreliable jet engines eventually cancelled out any technological edge that these aircraft offered.

FOKKER D.XXI ACES OF WORLD WAR 2

Bloomsbury Publishing The Dutch D.XXIs saw less than a week of action following the German invasion of the west on 10 May 1940, with many of the country's 28 fighters being destroyed on the ground. However, those that survived the initial onslaught inflicted losses on the Luftwaffe. By then, however, the D.XXI had found everlasting fame in Finland during the Winter War of 1939-40. Proving itself a real thorn in the side of the Soviets, the fighter, operating in primitive conditions and against vastly superior numbers, Finnish D.XXIs racked up an incredible score against the Red Air Force. The D.XXI also has the distinction of producing the first 'ace in a single mission' in World War 2, when then 1Lt Jorma Sarvanto shot down six Ilyushin DB-3 bombers on 6 January 1940. After spending a year providing home defence and flying coastal patrols during the early stages of the Continuation War in 1941, all surviving Finnish Fokker D.XXIs were relegated to the reconnaissance role, which they performed through to the end of hostilities in September 1944.

SOVIET LEND-LEASE FIGHTER ACES OF WORLD WAR 2

Bloomsbury Publishing By the end of 1941 the Soviet Union was near collapse and its air force almost annihilated, leaving large numbers of surviving pilots with no aircraft to fly. To help prevent this collapse the UK eventually supplied a total of 4300 Hurricanes and Spitfires to the USSR. After the United States entered the war, the Americans extended Lend-lease to include direct supply to the Soviets as well as the British, and among the aircraft sent were almost 10,000 fighters. Although the aircraft were outdated and often unsuitable to Russian conditions, they served when they were needed, and a number of Russian pilots became Heroes of the Soviet Union flying Lend-lease aircraft. The Soviet government tried to conceal or minimize the importance of Lend-lease fighters well into the 1980s, and the pilots who flew them were discriminated against as 'foreigners'. Only in recent years have these pilots felt free to admit what they flew, and now the fascinating story of these men can emerge.

ALLIED JET KILLERS OF WORLD WAR 2

Bloomsbury Publishing Allied fighter pilots began encountering German jets - principally the outstanding Me 262 fighter - from the autumn of 1944. Stunned by the aircraft's speed and rate of climb, it took USAAF and RAF units time to work out how to combat this deadly threat as the Luftwaffe targeted the medium and heavy bombers attacking targets across the Reich. A number of high-scoring aces from the Eighth Air Force (Drew, Glover, Meyer, Norley and Yeager, to name but a few) succeeded in claiming Me 262s, Me 163 and Ar 234s during the final months of the campaign, as did RAF aces like Tony Gaze and 'Foob' Fairbanks. The exploits of both famous and little-known pilots will be chronicled in this volume, detailing how they pushed their P-47s, P-51s, Spitfires and Tempests to the limits of their performance in order to down the Luftwaffe's 'wonder weapons'.

WILDCAT ACES OF WORLD WAR 2

Osprey Publishing Arguably the most important piston-engined single-seat fighter design ever to see service with the US Navy and Marine Corps, the aesthetically inelegant F4F Wildcat achieved much acclaim during its bloody frontline career. Thrown into combat at Coral Sea, Midway and Guadalcanal, the handful of Wildcat units of the Navy and Marine Corps took on large numbers of fighters and bombers and came out victorious. On the European front, the Royal Navy's Fleet Air Arm also put the fighter to effective use from escort carriers, protecting Atlantic convoys from Luftwaffe attacks.

AIRCRAFT OF THE ACES

LEGENDS OF WORLD WAR 2 : FEATURING THE ACCLAIMED ARTWORK OF IAIN WYLLIE

Osprey Publishing Company Published to commemorate the 60th anniversary of the Battle of Britain, this book is packed with photography and anecdotes of World War II flying aces. It includes firsthand accounts from the protagonists, as well as photographs of the pilot and his aircraft.

KI-44 'TOJO' ACES OF WORLD WAR 2

Osprey Publishing The 100th title of Osprey's celebrated Aircraft of the Aces series covers a subject sure to be of interest to historians of World War II. The Ki-44 'Tojo' was a fast-climbing, heavily armed point-defence interceptor that was used successfully in slashing hit-and-run tactics that caught Allied pilots by surprise. In the air defense role 'Tojos' pioneered the deployment of a unique 40 mm cannon, the firing system which had no cartridges but instead had the propelling charge contained in the base of the projectile. The Ki-44 was to be used by the JAAF in larger numbers in China than anywhere else. This exciting title from author Nicholas Millman brings the Ki-44's role in the Pacific theatre to vivid life, accompanied by full color plates and archival photographs.

KI-43 'OSCAR' ACES OF WORLD WAR 2

Bloomsbury Publishing Dubbed the 'Oscar' by the Allies, the Ki-43 Hayabusa Peregrine was the most prolific Japanese fighter of World War 2. Designed for manoeuvrability and speed, the low-wing model meant that firepower and safety had to be sacrificed, with only two machine guns per plane. Despite this, more Japanese pilots achieved Ace status flying the Hayabusa than any other plane. This book expertly charts the experiences of the pilots and discusses the early stages of the war in South-East Asia, China, Burma and New Guinea. Accompanied by detailed appendices and specially commissioned artwork, this is the first volume in English to focus exclusively on the exploits of the Ki-43.

FIGHTER ACES OF THE LUFTWAFFE IN WORLD WAR II

Pen and Sword 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.

HELLCAT ACES OF WORLD WAR 2

Osprey Publishing Grumman's successor to the pugnacious Wildcat, the Hellcat embodied many of the lessons learnt by F4F pilots in the opening months of the Pacific war. Introduced to the fleet in January 1943, and blooded in combat against the Japanese by VF-5 seven months later, the F6F served as the principal US Navy fighter on board carrier decks until VJ-Day. Despite its lethality in the air

when ranged against the best Japanese fighters, it still retained docile handling qualities around the carrier deck. Pilots flying the Hellcat claimed nearly 5000 kills in the Pacific, and over 350 pilots achieved ace status on the type.

GERMAN NIGHT FIGHTER ACES OF WORLD WAR 2

Osprey Publishing When the Luftwaffe entered World War 2, its nightfighter force was virtually nonexistent thanks to its leader, Reichmarschall Hermann Göring, who boasted that bombs would never fall on Germany. By mid-1940 his folly was evident; the first night fighter wing was hastily formed with Bf 110s. Initially capable of detecting targets by visual acquisition only, the force greatly improved its effectiveness with the creation of the 'Giant Würzburg' radar chain. By the end of 1942, the night fighter force controlled some 389 fighters and had destroyed 1,291 RAF bombers in that year alone. Complete with first-hand accounts and detailed colour illustrations, this book profiles the many variations of night fighters, and the men who made ace flying them.

THE GERMAN ACES SPEAK

WORLD WAR II THROUGH THE EYES OF FOUR OF THE LUFTWAFFE'S MOST IMPORTANT COMMANDERS

Zenith Press DIVDIVFor the first time, four German WWII pilots share their side of the story./divDIV /divDIVFew perspectives epitomize the sheer drama and sacrifice of combat more perfectly than those of the fighter pilots of World War II. As romanticized as any soldier in history, the WWII fighter pilot was viewed as larger than life: a dashing soul waging war amongst the clouds. In the sixty-five-plus years since the Allied victory, stories of these pilots' heroics have never been in short supply. But what about their adversaries—the highly skilled German aviators who pushed the Allies to the very brink of defeat?/divDIV /divDIVOf all of the Luftwaffe's fighter aces, the stories of Walter Krupinski, Adolf Galland, Eduard Neumann, and Wolfgang Falck shine particularly bright. In *The German Aces Speak*, for the first time in any book, these four prominent and influential Luftwaffe fighter pilots reminisce candidly about their service in World War II. Personally interviewed by author and military historian Colin Heaton, they bring the past to life as they tell their stories about the war, their battles, their lives, and, perhaps most importantly, how they felt about serving under the Nazi leadership of Hermann Göring and Adolf Hitler. From thrilling air battles to conflicts on the ground with their own commanders, the aces' memories disclose a side of World War II that has gone largely unseen by the American public: the experience of the German pilot./div/div

SOVIET LEND-LEASE FIGHTER ACES OF WORLD WAR 2

Bloomsbury Publishing By the end of 1941 the Soviet Union was near collapse and its air force almost annihilated, leaving large numbers of surviving pilots with no aircraft to fly. To help prevent this collapse the UK eventually supplied a total of 4300 Hurricanes and Spitfires to the USSR. After the United States entered the war, the Americans extended Lend-lease to include direct supply to the Soviets as well as the British, and among the aircraft sent were almost 10,000 fighters. Although the aircraft were outdated and often unsuitable to Russian conditions, they served when they were needed, and a number of Russian pilots became Heroes of the Soviet Union flying Lend-lease aircraft. The Soviet government tried to conceal or minimize the importance of Lend-lease fighters well into the 1980s, and the pilots who flew them were discriminated against as 'foreigners'. Only in recent years have these pilots felt free to admit what they flew, and now the fascinating story of these men can emerge.

RACE OF ACES

WWII'S ELITE AIRMEN AND THE EPIC BATTLE TO BECOME THE MASTER OF THE SKY

Hachette Books 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

HUNGARIAN ACES OF WORLD WAR 2

Osprey Publishing Like Germany, Hungary was forbidden from having an air force following the defeat of the Austro-Hungarian Empire at the end of World War 1. However, again like Germany, the new state of Hungary created an air arm in secret during the 1930s. Hungarian fighter pilots first saw action against their Slovakian neighbours in early 1939, following the annexation of Czechoslovakia by Germany. In June 1941, Hungarian armed forces joined the Germany in the invasion of Russia, and pilots from the I/I Fighter Group saw continuous action into 1942. Flying CR.42s, Re.2000s and Bf 109Es, pilots scored a modest number of kills. However, when the Bf 109G-equipped Hungarian 101 ĆPuma1 Fighter Regiment was committed to action over Kharkov in April 1943, numerous aces started to rapidly build their scores. One year later the unit returned home in order to defend Hungarian cities from American heavy bombers, and pilots such as Dezső Szentgyörgyi and György Debrődy scored the bulk of their kills in desperate battles against American fighters and bombers. Unlike most of Germany's Eastern European allies, Hungary did not capitulate during the Russian advances of 1944, and its fighter pilots fought on until May 1945.

AIRCRAFT OF THE ACES

LEGENDS OF WORLD WAR 2

RUSSIAN ACES OF WORLD WAR 1

Bloomsbury Publishing Although the Russian Imperial Army Air Service consisted of no more than four BAGs (Boevaya Aviatsionnyi Gruppy - battle aviation groups), each controlling three or four smaller AOIs (Aviatsionnyi Otryad Istrebitelei - fighter aviation detachments) equipped with a variety of aircraft types, its fighter pilots nevertheless gave a good account of themselves. Indeed, during three years of war they claimed more than 200 Austro-Hungarian and German aircraft shot down, creating 13 aces - these elite aviators accounted for around half of the victories claimed on the Eastern Front. Pilots flew a variety of fighter types, with French Nieuport scouts and SPAD VIIIs proving to be the most popular, and effective, aeroplanes to see service on this front. The exploits of these aces are detailed here, with information based on material newly sourced by the author from Russian military and private archives. Many previously unpublished photographs are used to illustrate this book, supported by full-colour profiles that reveal how striking some of the aces' fighters were in this often-forgotten theatre of World War 1.

EARLY GERMAN ACES OF WORLD WAR I

Osprey Publishing One of the "top picks for specialized military holdings" - California Bookwatch The Fokker Eindecker (monoplane) can truly be said to have begun the age of fighter aviation. With the development of its revolutionary synchronised system that enabled the machine gun to fire through the propeller, Fokker E I pilots caused consternation in the Allied air services as they began to reap a harvest of victims in the summer of 1915. While the first victory with a Fokker E-type is now believed to have been earned by Kurt Wintgens on 1 July 1915, it was the exploits of Max Immelmann and Oswald Boelcke that made the machine legendary. These men, along with others such as Parschau and Hohndorf, received the adulation of the German public along with such honors as the first awards of the coveted Blue Max. They created the tactics and principles of German fighter aviation as they did so, developing doctrine that is still relevant to today's fighter pilots. However, by the end of 1916, the glory days of the lone hunter and his Fokker Eindecker were over. They were replaced by a succeeding generation of biplane fighters which would be flown in new formations - the Jagdstaffeln or 'hunting groups'. The story of these first Fokker and Halberstadt biplane fighters and their pilots concludes this volume. RELATED TITLES *German Air Force 1914-1918 (Elite) Fokker Dr 1 Aces of World War I (Aircraft of the Aces)* *American Aces of World War I (Aircraft of the Aces)*

FRENCH ACES OF WORLD WAR 2

Osprey Publishing French pilots endured fighting both with and against the Allies during World War 2. Possessing obsolescent aircraft at the outbreak of the war, the Armée de l'Air was decimated in the wake of the Blitzkrieg; however, a number of fighter units still achieved creditable scores flying Curtiss Hawks, Morane MS.406s and Dewoitine D.520s. Following the capitulation of France at the end of June 1940, many aces continued to fly with the now Vichy French Squadrons that were stationed in North Africa, and a number of these pilots subsequently saw action against their former Allies there. Numerous French pilots also escaped to Britain, and a handful achieved notable success with the RAF flying Hurricanes, Spitfires and Tempests. In Russia, the formation of the French-manned 'Normandie-Niemen' regiment in 1943 also saw near on 40 pilots achieve ace status flying Yak fighters on the Eastern Front.

MORANE-SAULNIER MS.406 ACES

Bloomsbury Publishing The MS.406 was an important aircraft not only because it was built in larger numbers than any other French fighter of the period, but also because it was the first modern fighter in the Armée de l'Air inventory. Although comparable to the British Hurricane and early models of the German Bf 109, it was outclassed when flown against the more powerful, and faster, Bf 109E. With little or no protection (no armour or self-sealing tanks), the MS.406 sustained heavy losses during the Battle of France. Too lightly armed, and fitted with unreliable weaponry, the French fighter struggled to down German bombers. It therefore comes as no surprise that only a dozen French pilots became fully fledged aces on the type during this period, despite the aircraft being present in significant numbers. However a score of pilots, who bagged their very first kills at the controls of the MS.406, fought on after the fall of France, flying Dewoitine D.520s, Spitfires and even Soviet Yak-3s to attain ace status against both Allied and Axis opponents.

ALBATROS ACES OF WORLD WAR 1

Osprey Publishing The Albatros family of fighters were amongst the most effective aircraft employed by the Idflieg (Imperial German Air Service) for much of World War 1, with the D.III and D.Va being

flown by most of the 363 pilots who qualified as aces at some point in their often brief careers. The Albatros was the scourge of the RFC on the Western Front in 1916-17, with pilots of the calibre of von Richthofen, Boelke and Schleich cutting swathes through their opponents. Well over 4000 Albatros scouts were built between 1916 and 1918, and they were also extensively used by the Austro-Hungarians against Russian, Italian and British aircraft until war's end.

KI-43 'OSCAR' ACES OF WORLD WAR 2

Osprey Publishing Dubbed the 'Oscar' by the Allies, the Ki-43 Hayabusa was the most prolific Japanese fighter of World War II. Produced in great numbers, it initially proved superior to most US and British fighter types, due to its excellent maneuverability. The light weight and large wing area gave it a small turning radius and a high rate-of-climb which was ideal for pilots in close combat fighting. However, the Ki-43's swiftness and agility came at a price, with the low-wing design meaning that firepower and safety had to be sacrificed. With only two machine guns, a Ki-43 pilot would have to perform a dangerous balancing act between achieving a high rate of kills and their own survival. Surprisingly, more Japanese pilots achieved Ace status flying the Hayabusa than any other plane and despite being steadily outclassed by new fighters, the Ki-43 remained in frontline JAAF service until the war's end. This book expertly charts the experiences of the pilots and discusses the early stages of the war in South-East Asia, China, Burma and New Guinea. Accompanied by detailed appendices and specially commissioned artwork, this is the first volume in English to focus exclusively on the exploits of the Ki-43.

AIRCRAFT OF THE ACES

LEGENDS OF THE SKIES

Osprey Publishing (UK) Following the enormous success of 'Aircraft of the Aces: Legends of World War 2', this book celebrates the achievements of some of the world's most remarkable Aces. Thirty full-colour paintings from Osprey's best selling Aircraft of the Aces series have been reproduced here for the first time, and new text by Aircraft of the Aces series editor Tony Holmes introduces the ace pilot featured in each painting and describes the action depicted. From World War I to Vietnam, this gripping and visually spectacular volume brings together some of the greatest and most daring feats in the history of military flight. Colour aircraft profiles and aircraft specifications complete each one of the book's thirty chapters.