

Air Bomber

Steve Pace

Masters of the Air MTI Donald L. Miller, 2024-01-23 A history recounting the events and experiences of the World War II bomber pilots of the U.S. Eighth Air Force, the armed forces group that conducted daytime bombing of Germany in advance of the Allied soldiers' arrival on the ground.

2nd Air Division Air Force USAAF 1942-45 Martin Bowman, 2007-04-19 As part of the AHT series, the airfields and interest in this book are concentrated in a particular area - in this case Norfolk and Suffolk. The Second Air Division's first bombing mission was flown on November 7, 1942; the last on April 25, 1945. A total of 95,948 sorties were flown in 493 operational missions by the division's B-24s, dropping 199,883 tons of bombs. Targets attacked ranged from Norway in the north, as far east as Poland and Romania, while several Mediterranean countries were reached from temporary bases in North Africa. Six 2nd Air Division groups received special presidential citations for outstanding actions and five airmen received the Medal of Honor (highest US award for bravery), four posthumously. In combat the 2nd Air Division gunners claimed 1,079 enemy fighters destroyed against losses of 1,458 B-24s missing in action and many others lost in accidents. This book looks at the history and personalities associated with each base, what remains today and explores the favourite local wartime haunts where aircrew and ground crew would go.

Air Command Jeffrey L. Ethell, 1998 This incredible volume brings together in one book two outstanding titles previously published by MBI: *Bomber Command*, a history of American bombers in World War II, and *Fighter Command*, the story of the fighters that escorted those bombers. Each book chronicles U.S. Army Air Force operations in the European and Mediterranean theaters. First-person accounts and anecdotes are accompanied by more than 400 original World War II color photographs, all compiled by the late Jeffrey Ethell, a noted warbird enthusiast and author.

3rd Air Division 8th Air Force USAF 1942-45 Martin W. Bowman, 2009-06-25 A history and guide to the historic British airfields where American bombers had to be ready to go at a moment's notice—includes photos. A magnificent centuries-old house in England, Elveden Hall served as the Headquarters of the 3rd Air Division of the 8th US Army Air Force during the Second World War. Broadly speaking, it flew B17 Flying Fortresses out of Suffolk, but also included some bases in Norfolk. Some units had short periods flying B24 Liberators. The famous Bloody Hundredth, based at Thorpe Abbots, was typical of the units within the 3rd Air Division. This guide offers a comprehensive look at the history, covering: Targets: enemy airfields, submarine facilities, V-1 missile sites; aircraft factories Missions and campaigns: Big Week, the first daylight raid on Berlin, the Battle of the Bulge Airfields: Bury St Edmunds, Debach, Deopham Green Eye, Framlington, Great Ashfield, Horham, Knettishall, Lavenham, Mendlesham, Rattlesden, Snetterton Heath, Sudbury, and Thorpe Abbots—site of one of the finest aviation museums in England Stories and personalities associated with each base, and local haunts where air and ground crew would have taken a break from the pressures of wartime What remains today, including museums and historic sites

Birth of a Legend Capt Arthur H. Wagner USCG (Ret), Arthur H. Wagner, Leon E. Braxton, 2012 Competition for Army acquisition funding in the between wars depression years was fierce. The opposing camps of Fighter Supremacy versus Strategic Bombing played out at the Air Corps Tactical School (ACTS), at GHQ, before Congress and in the media. Military exercises pitted the Navy and the Air Corps in operations with real cloak and dagger background gambits, each trying to gain the upper hand. When leaders such as Benjamin Foulois, Billy Mitchell, and Frank Andrews eventually were able to foster a bomber competition to replace the Martin B-10, Boeing's four-engined Model 299 was a clear winner; but then it crashed at Dayton, and the Army opted for the Douglas B-18. Somehow,

Frank Andrews had enough faith in his convictions and managed to have 13 Y1B-17s produced and sent to the 2nd Bombardment Group at Langley Field, VA. There Robert Olds and his three squadrons enthralled the country with long range goodwill flights, transcontinental speed runs with an obscure 1st Lt Curtis LeMay navigating the way, and a thrilling movie Test Pilot starring Clark Gable, Myrna Loy, and Spencer Tracy. Fortunately for the trials of WWII, these daring young men of the Army Air Corps put their careers on the line, and made the B-17 one of the iconic weapons of that conflict. This is the untold story of the aircraft development and the men who made it happen.

The Big Book of X-Bombers & X-Fighters Steve Pace, 2016-03-15 They're all here--every X-bomber and X-fighter since 1942. On October 2, 1942, the Bell XP-59 Airacomet soared up and away from present-day Edwards AFB, launching the US Army Air Forces into the Jet Age. In the several decades since, hundreds of new variations of experimental and test turbojet-powered bombers and fighters--X-bombers and X-fighters--have taken explosive flight. These aircraft blazed a trail leading to today's B-2 Stealth Bomber and F-35 Joint Strike Fighter. The Big Book of X-Bombers & X-Fighters showcases all of the USAF jet-powered X-bombers and X-fighters that have flown since 1942--more than 90 in all, including the alphabet soup of their variants. From experimental to prototype service bombers and fighters--from the XB-43 to the B-2A and the XP-59A to the F-35A--they're all here, with their inside stories revealed. Some of these aircraft were further developed. Others were canceled. All stretched the performance and design envelopes. More than 250 photos illustrate all of these experimental aircrafts' cutting-edge features and zeroes in on histories of their design, flight testing, and weapons testing. Specification tables detailing performance, design, and armaments help round out this compendium of information on truly groundbreaking aviation designs. X-bombers and X-fighters in The Big Book of X-Bombers & X-Fighters include: Bell P-59 Airacomet Republic P/F-84 Thunderjet

Douglas B-43 Jetmaster North American B-45 Tornado Boeing B-47 Stratojet Curtiss P/F-87 Blackhawk McDonnell P/F-85 Goblin Convair P/F-92 Dart Northrop F-17 Cobra Boeing B-1 Lancer And all the rest! Specifications included for each aircraft include: Length Height Wingspan Empty weight Gross weight Maximum range Ceiling Maximum speed Armament In addition, veteran aviation author Steve Pace shows readers some of the designs that could have been and offers a peek into what might be lurking in the future, making this the definitive guide to USAF jet-powered experimental aircraft!

Flying Flak Alley Alan L. Griggs, 2015-01-28 Air warfare was a decisive component of World War II, especially in western Europe and over Japan, where Allied bombers damaged 66 of the country's largest cities. The guts and glory of the bomber crews came, however, with a high casualty rate which had only improved marginally by the war's end. Descriptions of the bombers' harrowing missions told from the firsthand perspective of their pilots, navigators, bombardiers and gunners create the immediacy of a single person's experience during one of America's most daring military expeditions. A short biography of each veteran accompanies these tales of typical and not-so-typical missions.

The Strategic Air War Against Germany and Japan: A Memoir Major General Haywood S. Hansell Jr. USAF, 2015-11-06 This book seeks to recount the air experience and development before World War II, to describe the objectives, plans and effects of strategic air warfare in Europe and in the Pacific, and to offer criticism, opinion, and lessons of that great conflict. MAJOR GENERAL HAYWOOD S. HANSELL, JR., USAF (Retired), is a native of Atlanta, Georgia. A graduate of Georgia Institute of Technology (1924), he entered the U.S. Army Air Corps in 1928. Trained as a fighter pilot, he flew in the Air Corps Aerobatic and Demonstration Team (1932) led by Captain Claire Chennault. In the mid-1930s Hansell specialized in strategic bombardment, teaching tactics and doctrine at the Air Corps Tactical School from 1935 to 1938. Just prior to World War II, he went to Army Air Forces

Headquarters where he helped draft the fundamental war requirements plan for the service. In 1942 he became Commanding General, Third Bombardment Wing (B-26s), Eighth Air Force, in the European Theater. Subsequently General Hansell commanded the First Bombardment Division (B-17s), Eighth Air Force, and in 1944-45 the XXI Bomber Command (B-29s), Twentieth Air Force, in the Pacific. The latter command was one of only two long-range B-29 commands conducting strategic air warfare against Japan. In 1946 he retired, suffering from a physical disability. During the Korean War (1950-53), the Chief of Staff, U.S. Air Force recalled him to active duty, assigning him as Chief, Military Assistance Program Headquarters, USAF, and subsequently as Air Member Review Board, Weapons Systems Evaluation Group, reporting to the Assistant Secretary of Defense, Research and Development and to the Joint Chiefs of Staff. After four years as a senior program manager and advisor, General Hansell retired again. He is the author of *The Air Plan That Defeated Hitler* (1972) and *Strategic Air War Against Japan* (1980).

The Boeing B-47 Stratojet: Strategic Air Command's Transitional Bomber Robert S. Hopkins, III, C. Mike Habermehl, 2018 The B-47 was the aircraft upon which Strategic Air Command (SAC) based its capability pending the development and delivery of the B-52. First proposed during WWII as a high-speed piston-powered reconnaissance platform, the B-47 evolved into what would become the first swept-wing, medium jet bomber and SAC's most numerous operational aircraft. Given its pioneering role as a jet bomber and the ongoing evolution of SAC's mission and US national security, the B-47 had more than its share of teething problems. Initial Boeing flight tests mixed triumph with tragedy, and demonstrated that an entirely new way of flying a large aircraft was required. Poor reliability in the bombing-navigation and fire-control systems undermined the effectiveness of early B-47Bs but were eventually overcome as the aircraft evolved to fill many

different roles. Used as reconnaissance, weather, testbed and radio relay platforms, one variant, the EB-47E BLUE CRADLE, also demonstrated its versatility as an electronic warfare jammer while the RB-47H, ERB-47H, and EB-47E(TT) undertook electronic intelligence and gathered telemetry associated with the Soviet ICBM program. Authors Mike Habermehl and former SAC pilot Robert S. Hopkins III have combined years of research and experience to provide the ultimate history of the Stratojet.

Bomber Phillip S. Meilinger, 2012

Bomb Group Paul Bingley, Mike Peters, 2022-11-03 The authors do a good job using the diaries, interviews, and books written by group members to convey a vivid—sometimes too vivid—picture of war at its most elemental. —The Journal of the Air Force Historical Foundation In February 1942, a reconnaissance party of United States Army Air Force officers arrived in England. Firmly wedded to the doctrine of daylight precision bombing, they believed they could help turn the tide of the war in Europe. In the months that followed, they formed the Eighth Air Force – an organization that grew at an astonishing rate. To accommodate it, almost seventy airfields were hastily built across the eastern counties of England. At the heart of the Eighth Air Force was its bombardment groups, each equipped with scores of heavily armed, four-engine bombers. These Boeing B-17 Flying Fortresses and Consolidated B-24 Liberators were soon punching through the enemy's defenses to bomb targets vital to its war effort. They were crewed by thousands of young American airmen, most of whom were volunteers. This book tells the story of just one Bomb Group – the 381st, which crossed the Atlantic in May 1943. Arriving at RAF Ridgewell on the Essex-Suffolk border, its airmen quickly found themselves thrown into the hazardous and attritional air battle raging in the skies over Europe. The 381st's path led from its formation in the Texan desert, to its 297th and final bombing mission deep into the heart

of Hitler's Third Reich. This is the remarkable story of one group and the part it played in the strategic bombing campaign of The Mighty Eighth.

Birth of a Legend LtCol Leon E. Braxton USAF, CAPT Arthur H. Wagner USCG, 2012-01-27

Competition for Army acquisition funding in the between wars depression years was fierce. The opposing camps of Fighter Supremacy versus Strategic Bombing played out at the Air Corps Tactical School (ACTS), at GHQ, before Congress and in the media. Military exercises pitted the Navy and the Air Corps in operations with real cloak and dagger background gambits, each trying to gain the upper hand. When leaders such as Benjamin Foulois, Billy Mitchell, and Frank Andrews eventually were able to foster a bomber competition to replace the Martin B-10, Boeing's four-engined Model 299 was a clear winner; but then it crashed at Dayton, and the Army opted for the Douglas B-18. Somehow, Frank Andrews had enough faith in his convictions and managed to have 13 Y1B-17s produced and sent to the 2nd Bombardment Group at Langley Field, VA. There Robert Olds and his three squadrons enthralled the country with long range goodwill flights, transcontinental speed runs with an obscure 1st Lt Curtis LeMay navigating the way, and a thrilling movie Test Pilot starring Clark Gable, Myrna Loy, and Spencer Tracy. Fortunately for the trials of WWII, these daring young men of the Army Air Corps put their careers on the line, and made the B-17 one of the iconic weapons of that conflict. This is the untold story of the aircraft development and the men who made it happen.

The Strategic Air War Against Germany and Japan Haywood S. Hansell, 1986

Bomber Command Great Britain. Air Ministry, 1941

The Beginnings of Strategic Air Power Neville Jones, 1987 Using official records, the author traces the origins and early development of strategic bombing, and examines its organs in the operations and staff planning of the First World War. The experiences of the First World War should have been a

valuable legacy to those who devised the 'counter offensive' strategy in the years between the war. Unfortunately the lessons learnt were soon forgotten and many of the operational and technical problems which the planners had begun to tackle in 1918 were not even seen to exist by the Air Staff during the 1920s and early 1930s.

2nd Air Division Air Force USAF 1942-45 Martin W. Bowman, 2007-04-19 As part of the AHT series, the airfields and interest in this book are concentrated in a particular area—in this case Norfolk and Suffolk. The Second Air Division's first bombing mission was flown on November 7, 1942; the last on April 25, 1945. A total of 95,948 sorties were flown in 493 operational missions by the division's B-24s, dropping 199,883 tons of bombs. Targets attacked ranged from Norway in the north, as far east as Poland and Romania, while several Mediterranean countries were reached from temporary bases in North Africa. Six 2nd Air Division groups received special presidential citations for outstanding actions and five airmen received the Medal of Honor (highest US award for bravery), four posthumously. In combat the 2nd Air Division gunners claimed 1,079 enemy fighters destroyed against losses of 1,458 B-24s missing in action and many others lost in accidents. This book looks at the history and personalities associated with each base, what remains today and explores the favourite local wartime haunts where aircrew and ground crew would go.

The Bombers and the Bombed Richard Overy, 2014-02-20 The ultimate history of the Allied bombing campaigns in World War II Technology shapes the nature of all wars, and the Second World War hinged on a most unpredictable weapon: the bomb. Day and night, Britain and the United States unleashed massive fleets of bombers to kill and terrorize occupied Europe, destroying its cities. The grisly consequences call into question how “moral” a war the Allies fought. The Bombers and the Bombed radically overhauls our understanding of World War II. It pairs the story of the civilian front

line in the Allied air war alongside the political context that shaped their strategic bombing campaigns, examining the responses to bombing and being bombed with renewed clarity. The first book to examine seriously not only the well-known attacks on Dresden and Hamburg but also the significance of the firebombing on other fronts, including Italy, where the crisis was far more severe than anything experienced in Germany, this is Richard Overy's finest work yet. It is a rich reminder of the terrible military, technological, and ethical issues that relentlessly drove all the war's participants into an abyss.

The Next War in the Air Brett Holman, 2016-02-17 In the early twentieth century, the new technology of flight changed warfare irrevocably, not only on the battlefield, but also on the home front. As prophesied before 1914, Britain in the First World War was effectively no longer an island, with its cities attacked by Zeppelin airships and Gotha bombers in one of the first strategic bombing campaigns. Drawing on prewar ideas about the fragility of modern industrial civilization, some writers now began to argue that the main strategic risk to Britain was not invasion or blockade, but the possibility of a sudden and intense aerial bombardment of London and other cities, which would cause tremendous destruction and massive casualties. The nation would be shattered in a matter of days or weeks, before it could fully mobilize for war. Defeat, decline, and perhaps even extinction, would follow. This theory of the knock-out blow from the air solidified into a consensus during the 1920s and by the 1930s had largely become an orthodoxy, accepted by pacifists and militarists alike. But the devastation feared in 1938 during the Munich Crisis, when gas masks were distributed and hundreds of thousands fled London, was far in excess of the damage wrought by the Luftwaffe during the Blitz in 1940 and 1941, as terrible as that was. The knock-out blow, then, was a myth. But it was a myth with consequences. For the first time, The Next War in the Air reconstructs the concept of the knock-

out blow as it was articulated in the public sphere, the reasons why it came to be so widely accepted by both experts and non-experts, and the way it shaped the responses of the British public to some of the great issues facing them in the 1930s, from pacifism to fascism. Drawing on both archival documents and fictional and non-fictional publications from the period between 1908, when aviation was first perceived as a threat to British security, and 1941, when the Blitz ended, and it became clear that no knock-out blow was coming, *The Next War in the Air* provides a fascinating insight into the origins and evolution of this important cultural and intellectual phenomenon, Britain's fear of the bomber.

Rhetoric and Reality in Air Warfare Tami Biddle, 2009-01-10 A major revision of our understanding of long-range bombing, this book examines how Anglo-American ideas about strategic bombing were formed and implemented. It argues that ideas about bombing civilian targets rested on--and gained validity from--widespread but substantially erroneous assumptions about the nature of modern industrial societies and their vulnerability to aerial bombardment. These assumptions were derived from the social and political context of the day and were maintained largely through cognitive error and bias. Tami Davis Biddle explains how air theorists, and those influenced by them, came to believe that strategic bombing would be an especially effective coercive tool and how they responded when their assumptions were challenged. Biddle analyzes how a particular interpretation of the World War I experience, together with airmen's organizational interests, shaped interwar debates about strategic bombing and preserved conceptions of its potentially revolutionary character. This flawed interpretation as well as a failure to anticipate implementation problems were revealed as World War II commenced. By then, the British and Americans had invested heavily in strategic bombing. They saw little choice but to try to solve the problems in real time and make long-range bombing as

effective as possible. Combining narrative with analysis, this book presents the first-ever comparative history of British and American strategic bombing from its origins through 1945. In examining the ideas and rhetoric on which strategic bombing depended, it offers critical insights into the validity and robustness of those ideas--not only as they applied to World War II but as they apply to contemporary warfare.

The Bomber War Robin Neillands, 2001 In this book, Robin Neillands examines every detail of the campaign: the strengths and fundamental flaws in doctrine, the technical difficulties and developments from night-time navigation through bomb-aiming to fighter escort, and above all the day-by-day, night-by-night endurance of the crews, flying to the limit in discomfort and danger, facing flak and enemy fighters, and well aware of their likely fate if shot down. Oral history plays a key part in this account; it is illuminated throughout by the personal experiences not only of British but of American, Australian, Canadian and other Allied fliers as well, and also of German aircrew and civilians.--BOOK JACKET. Title Summary field provided by Blackwell North America, Inc. All Rights Reserved

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