

Pilot Brothers

ROBERT HUNTER. HAYES

Flying for the Air Service David Kirk Vaughan,1998 Draws on letters and other sources to trace the experience of Bostonians George and Gerard Hughes as they progressed from apprentice pilots to flight instructors and combat pilots in the fledgling American Air Service during World War I. George was sent to France where he flew observation planes over the front lines. Gerard spent the war in Texas as an instructor, but joined his brother in France as the war ended. About a dozen photographs are included, and short sketches of people mentioned. Annotation copyrighted by Book News, Inc., Portland, OR

Earth to Sky ROBERT HUNTER. HAYES,2015-02-27 This book tells the history of the four Hunter brothers, their accomplishments both as a group and individually. It also tells of the tragedies that the Hunters faced. Kenneth served as a production test pilot for Lockheed Aircraft during World War II. Walter became an airline pilot, starting with Robertson Aircraft Corporation in 1928 and retiring from American Airlines in 1966 as their most senior captain with more than 30,000 hours flying time. Walter's story also tells the development of what is now American Airlines. Kenneth's story tells about how the United States prepared pilots and airplanes for World War II. The book provides the history of four young men that were born on a farm to becoming significant contributors to the advancement of aviation in the United States in the mid twentieth century and also gives some essential information about the various airplanes the Hunters flew. The book also tells of the famous aviators that they knew and flew with. People such as Charles A. Lindbergh, James H. Jimmy Doolittle and Harlan A. Bud Gurney. The book should be of interest to people wanting to know the history of the Hunter brothers and persons enjoying information about airplanes and the airlines.

14 Days to Alaska Troy Hamon,2012-04-01 Flying a small plane to Alaska is an adventure many pilots only dream of. In 2008, the author, a student pilot, and his brother, a flight instructor, embarked on this adventure in an airplane old enough to be their mother. On their journey, they examined how to fit twelve feet eight inches worth of grown men into one of the smallest cockpits on earth--for as many as eight hours a day. They visited places they had planned on going, to see friends and relatives, and made unintended stops in places they hadn't ever heard of. They waited out weather, waited on maintenance, and wrapped the whirlwind of learning to fly into one of the grandest cross-country trips imaginable. In the end, they covered in two weeks what takes commercial air carriers only a few hours to accomplish--but they had a lot more fun--and a much better view.

The Brothers Bellum James Albright,2021-07-25 The lives of three brothers hinge on the outcome of the final bombing campaign of the Vietnam War, Linebacker II. Ernest, the middle brother, is an EW, and electronic warfare officer flying B-52 bombers based in Thailand. He has complete faith in the bomber's electronic counter measures and his skill at using his technology to keep safe from the Surface to Air Missile (SAM) threat. Stephen, the eldest, is a B-52 pilot who returned from the war without a scratch and now works for the Strategic Air Command (SAC) operations staff. He has complete faith that SAC has a plan for finally winning the long war and that the B-52 will keep his brother safe. Martin, the youngest, is a college student on a draft deferment about to end. In a few months he will be drafted into the Army and sent to fight the war. He believes the war is evil and that anyone fighting the war is evil. All three brothers discover their initial held beliefs were wrong. The Brothers Bellum are fictional but the events of the bombing campaign, the incompetence of the SAC operations staff, and the efforts of those fighting the war away from the battle zone are based on fact. You will learn about the heroism of those who fought on all three fronts, about the almost magical world of electronic counter measures, and about how three men realized their place in history.

Three Crawford Brothers George Wolf Crawford,Raymond Shelton Crawford,Fred Crawford,2008

Band of Brothers Ernest K. Gann,1979-04

Hurricane Squadron Ace Nick Thomas,2014-11-30 Air Commodore Peter Malam 'Pete' Brothers CBE, DSO, DFC, and Bar (1917-2008) was one of the most heroic and highly praised pilots of the Second World War. Decorated extensively, he secured a total of 16 'kills' over the course of the conflict, with 10 of these occurring during the Battle of Britain. Pivotal moments in his career include the time, in August 1940, when his flight encountered around a hundred enemy aircraft, including Messerschmitt 110's; he led the flight in attack against them, and soon found himself in a stalled position, out of which he spun, only to be confronted by a Dornier 215, which he shot down, before later destroying a Messerschmitt 109. Scores of these kind of risky manoeuvres and winning victories punctuated a career defined by great courage, leadership and initiative in the face of fierce opposition. ??This new and engaging biography profiles a pilot who, until now, hasn't been the subject of such a thorough book-length study. The story of his career is incredibly entertaining, featuring a number of hair-raising episodes, and is sure to appeal to fans of aviation history as well as the more general reader seeking out an action-packed biography offering fresh insights into one of the most pivotal conflicts of the twentieth century.

Kiss the Pilot Patrick Lennon,2005 In 1912, Tony Jannus, a handsome 22 year-old pilot attempts to set a record for the longest flight over water, following the Missouri and Mississippi Rivers. Even though he suffers

from an acute appendicitis, he doggedly continues the record-breaking flight. Along the way to New Orleans, he meets attractive young women who fall in love with him and further complicate his life. Later, he becomes chief pilot of the first scheduled airline, operating between Tampa and St. Petersburg, Florida. The airline only operates during the tourist season and is highly successful. When the airline closes, Tony and his brother spend the summer flying exhibitions and passengers at Cedar Point on Lake Erie to raise money for an airplane manufacturing plant they intend to open in Baltimore. They build a quality airplane, but their business venture fails because they cannot compete with major airplane manufacturers such as the Wright Brothers and Glenn Curtiss. When they close the plant, Tony goes to work for Glenn Curtiss who sends him to Sevastopol, Russia to train the Czar's naval pilots how to fly seaplanes before the United States enters World War I. While training pilots for the Russian Navy, he is drawn into combat against German submarines, which are sinking Russian warships in the Black Sea. War tests his courage and changes his happy-go-lucky outlook on life. He returns to the United States and finds the woman he wants to marry, but the romance is stormy and they break off the relationship. He goes back to Russia to train pilots in a more advanced airplane. He is despondent in Russia until his former sweetheart writes him and says she loves him. They set a date to marry. Important aviation milestones in this historical novel actually happened. The author has embellished personal relationships and events.

Fighter Aces! Alex Revell, 2010-06-02 When Gerald Constable Maxwell was flying as a fighter pilot in World War I, his brother Michael was born. Both went on to have distinguished flying careers in World War II. This is the story of both men and how their paths crossed during the second conflict. Gerald served with distinction with 56 Squadron, one of the crack fighter units of WWI in France. Upon his return to England he became Chief Flying Instructor of No. 1 Fighter and Gunnery School at Turnberry. In World War II he served as Station Commander at RAF Ford, a night Fighter station near Arundel, one of the most efficient and happy stations in 11 Group. Michael followed in his brother's footsteps and joined 56 Squadron in April 1940 to fly the Hawker Hurricane. During May the squadron was moved to France to assist the fast retreating British and French forces as the Germans rapidly advanced. On 27 May, he was shot down whilst attacking ten Heinkel 111s on their way to bomb Dunkirk. Fortunately his first contacts upon landing by parachute were French and he managed to find his way to Ostend where he boarded a trawler and crossed the Channel back to Deal. 56 Squadron had by now returned to their English base at North Weald from where they were flying patrols over the French coast and escorting RAF bombers raiding the German positions. On 8 June, whilst trying to reach returning Blenheims over Le Treport, the Hurricanes were bounced by Bf 109s and again Michael was hit, wounding him in the leg and foot, fortunately he eventually managed a crash landing back at North Weald. During the height of the Battle of Britain Michael was again forced to make a crash landing near Herne Bay which he was lucky to survive as his Hurricane had disintegrated around him. In the autumn of 1941 Michael was posted to 604 Nightfighter Squadron, led by the legendary "Cat's Eyes" Cunningham flying Beaufighters and eventually Mosquitos. He was eventually to Command the squadron whose tally of enemy aircraft shot down when he left it had reached 100. This remarkable story includes first-hand combat accounts from both Michael and Gerald and the author has had access to the Constable Maxwell's family records.

Band of Brothers Ernest K. Gann, 1991-09-01

Band of Brothers Ernest K. Gann, 1980-01-01

First Flight Tom D. Crouch, 2002 Describes the Wright brothers of Dayton, Ohio and the events that lead to the world's first successful flight of a man-carrying, power-driven, heavier-than-air machine. The Wright brothers' first flight occurred on Dec. 17, 1903 and lasted just 12 seconds at Kitty Hawk, North Carolina.

The Spitfire Smiths Rod Smith, Christopher Shores, 2008-09-22 A posthumous autobiography, culled from a partial manuscript and notes, by Canada's World War II fighter ace and his equally heroic brother. In late 2001 Rod Smith died tragically at his own hand, leaving behind a part-written autobiography and many notes. His friend, the historian Christopher Shores, took on the task of seeking to complete the story as nearly as possible to how he believed Rod had wished it to be. Rod and his brother Jerry both became Spitfire pilots during World War II, leaving their home in Canada only to find themselves—purely by chance—serving together in the defense of Malta during 1942. Jerry had already gained some fame as the first pilot ever to land a Spitfire on an aircraft carrier. Both showed immediate promise as fighter pilots, but by the end of that year Jerry was dead—last seen chasing a German bomber out to sea—while Rod had become an “ace” and would receive the D.F.C. Two years later, serving as a squadron commander in Western Europe, he claimed six Messerschmitts down within a single week, and was involved in the shooting down of the first German jet aircraft to fall to British Commonwealth fighters. He ended the war as one of Canada's highest scoring aces, with more than 13 victories to his credit. After the war, he qualified as both an aeronautical engineer and a barrister. His untimely death was a great loss not only to his family and friends, but to the wider world of aviation history as well. This book, containing many diary entries from each of the brothers, is a testament to them.

Brother of the Pilot Donald Dawson,2020-01-22 On November 6, 1964, Don Dawson, a 24-year-old Captain for Shell Oil, was on board his ship in Panama when he was informed that his older brother, Dan, a First Lieutenant in the United States Army, had been reported missing in Vietnam. His L-19 single engine spotter plane had disappeared, but there was no further information on the pilot. This happened seven years, to the day, after Dan's father, a Merchant Marine Captain, was lost at sea. Don could not accept another unmarked grave. By the end of November, Dawson had left his family in California and had illegally entered Vietnam to begin an incredible ten month search for his brother. He had to argue with and circumvent military, intelligence, and embassy bureaucracies for information regarding his brother's status and alleged crash site. They ultimately, unofficially, gave him limited support and encouragement. In a Vietnamese village, with the Viet Cong all around, he lived and ate with the peasants and home guard. He learned the language, came to know the countryside and people of Vietnam, and, through the many sympathetic journalists he met and books they gave him to read, developed an understanding of the politics and fallacies of the war in Vietnam, all the while gathering information from his own sources, which he hoped would lead him to his brother. He became known to the villagers as The Brother of the pilot during his relentless search.

All About Flying Gertrude Bacon,1915

The Buffalo Pilot Lawrence Colby,2020-08-21 #1 AMAZON BESTSELLER Ford (Stevens), who was first introduced in Colby's 2016 thriller, The Devil Dragon Pilot, will have a little brotherly competition this time around when his little brother Charlie, a Lieutenant fresh out of pilot training, crashes Ford's party... --The Real Book Spy On Power Reads List: ...of local authors worth checking out. --Hilton Head Monthly Magazine Ford Stevens is giving Jack Ryan (the recurring hero from Tom Clancy thrillers) a run for his money for the title coolest patriot on the block. -Author Frank A. Gus Biggio, The Wolves of Helmand: A View from Inside the Den of Modern War MILITARY FLYING-- THE RISKIEST CAREER OF THEM ALL. More military pilots die in training than at war. Air Force Reserve Major Ford Stevens is a veteran military pilot, upholding the prestigious family practice of service to the nation in the face of danger. His younger brother, Charlie, a fresh Lieutenant out of pilot training, joins the family tradition seeking to prove himself. With the rivalry still strong, all he wanted to do was follow his big brother's footsteps... Now, Charlie joins his brother Ford in the same flying squadron, both men putting their lives on the line each time they strap in the jet, whether in peace or war. It will be an initiation by fire as they hunt a saboteur killing aircrew, uniting the competitive brothers in the ultimate test of life and death. #1 AMAZON bestselling author Lawrence A. Colby is back with his most riveting military-thriller yet! For fans of Brad Taylor, Vince Flynn and Mark Greaney, zip up your flight suit!

Aerial Observation Holworthy Hall,1921

Brothers Bruce Richardson,2023-11-10 The world struggles to find peace. Two old guys discovered the answer. Fifty years after they fought in Vietnam, they worked it out. They grew up together and went to the same schools, yet they had never met. They served in the army together, were both shot down in helicopters, and lost some of their best friends in combat, but they had to wait to meet. The answer was not in combat, military training, or book learning. They were tough soldiers who were trained to kill. Ray was a helicopter pilot flying some of the army's most advanced killing machines. Bruce was an airborne ranger who deployed the army's artillery with precision. They did their jobs well. Ray and Bruce needed to find an answer to the world's struggle. They did. See if you agree.

Flight of Passage Rinker Buck,2013-03-05 Writer Rinker Buck looks back more than 30 years to a summer when he and his brother, at ages 15 and 17 respectively, became the youngest duo to fly across America, from New Jersey to California. Having grown up in an aviation family, the two boys bought an old Piper Cub, restored it themselves, and set out on the grand journey. Buck is a great storyteller, and once you get airborne with the boys you find yourself absorbed in a story of adventure and family drama. And Flight of Passage is also an affecting look back to the summer of 1966, when the times seemed much less cynical and adventures much more enjoyable.

Moonlight Over England The Story of One Nightfighter Pilot Eric P. Donald,2013 I came across an old photo recently and pondered the people in it. The person in the centre was my late brother, Norman G. Donald of the RAF. The other figures in the photo I do not know, though I suspect they were his flight instructors at North Battleford, Canada. The photo bears my brother's script KING-PINS ALL!--N. BATTLEFORD. After qualifying as a pilot, he sailed back to England and was posted to RAF Hunsdon just north of London in 1942. He was soon flying Douglas Havocs and Bristol Beaufighters. Night fighters were a new school of defence, but it was hopeless finding enemy aircraft in the dark. The Turbinlite device was fitted to the Beaufighters and Havocs, and the idea was to find the enemy somehow, guided by ground control using heavy ground radar units (too heavy to carry in aircraft), turn on the Turbinlite searchlight, and illuminate the enemy aircraft. A single-engined Hurricane fighter flying alongside then shot down the enemy aircraft. It did help to see the target as this same sky was full of thousands of Allied aircraft, all trying to avoid each other.

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