

Bomber Pilot A Memoir Of World War II

This inspiring true story of veteran Air Force bomber pilot Robert Trimble, who laid his life on the line to rescue World War II POWs on the Eastern Front. Near the end of World War II, thousands of Allied ex-prisoners of war were abandoned to wander the war-torn Eastern Front. With no food, shelter, or supplies, the POWs were an army of dying men. As the Red Army advanced across Poland, the Nazi prison camps were liberated. In defiance of humanity, the freed Allied prisoners were discarded without aid. The Soviets viewed POWs as cowards, and regarded all refugees as potential spies or partisans. The United States repeatedly offered to help, but were refused. With relations between the Allies strained, a plan was conceived for an undercover rescue mission. In total secrecy, the OSS chose an obscure American air force detachment stationed at a Ukrainian airfield. The man they picked to undertake it was veteran 8th Air Force bomber pilot Captain Robert Trimble. With little covert training, Trimble took the mission. He would survive by wit, courage, and determination. This is the compelling, true story of an American hero who risked everything to bring his fellow soldiers home to safety and freedom. INCLUDES PHOTOS

Leonard Cheshire was one of the most highly decorated pilots of the Second World War. As the Royal Air Force's youngest Group Captain in 1943, he took a drop in rank and went on to command No. 617 Squadron and pioneer low level marking and precision bombing. For this, together with four years of fighting against the bitterest opposition during which he maintained a record of outstanding personal achievement, he was awarded the Victoria Cross. In 1945 he was an official observer of the dropping of the second atomic bomb on Nagasaki. Post-war his humanitarian work on behalf of the disabled resulted in the establishment of the Leonard Cheshire Foundation (now known as Leonard Cheshire), the world's leading disability care charity. First published in 1943, Bomber Pilot is Leonard Cheshire's contemporary account of his experiences during his first three years with Bomber Command. His light style captures the exuberance of youth, yet also brings out the growing realization of the responsibilities and dangers facing the young aircrew of Bomber Command. He describes his experience of operating Whitleys with No. 102 Squadron, first as a novice co-pilot and later as captain with his own crew, providing a vivid description of the action for which he was awarded his first DSO. Following a brief interlude in North America he returned to join No. 35 Squadron as it introduced the Halifax into service before moving on to command No. 76 Squadron. In this new edition, Leonard Cheshire's original text is supplemented with an additional commentary by Dr Robert Owen, aviation historian and Official Historian of No. 617 Squadron Association. Providing additional details of the events described by Cheshire, this commentary places them in the broader context of the Bomber Offensive and includes a full record of Leonard Cheshire's operations and wartime awards.

Good flying and training story, well told. This is the personal story of a young man's journey that takes him into the adventure of Naval Aviation and war. This book tells the story of a twenty year-old drafted into military service during the Vietnam War, then applying to enter US Navy pilot training. His historically accurate story begins with highlights of his Navy flight training to his assignment as an A-4 Skyhawk pilot in VA-22 The Fighting Redcocks. The book chronicles facts about the frustrating air war in Vietnam from 1968 to 1970 through Lt. Dellicker's three tours as an Attack pilot and LSO. Intertwined with the war stories and close calls is a love story of two young people who met, became engaged in two weeks, and endured 18 months of war-time separation.

This book tells the story of a German night fighter pilot during World War II. The autobiography of Peter Spoden provides insight into his childhood and upbringing, as well as detailing his wartime and post-war career, and the part he played in the short but remarkable history of the Nachtjagd. The shortcomings in the Luftwaffe's night time defences became all too apparent when Bomber Command, having sustained appalling losses during the day, switched to night attacks. Over the next five years, in the night skies of Europe, there followed a life and death struggle between the aircrews of the Nachtjagd and Bomber Command.

75 YEARS AGO, ONE DARING PILOT MAY HAVE CHANGED THE COURSE OF HISTORY WHEN HE STRUCK AND SANK TWO JAPANESE AIRCRAFT CARRIERS AT THE BATTLE OF MIDWAY -- "THE DECISIVE CONTEST FOR CONTROL OF THE PACIFIC IN WORLD WAR II" (NEW YORK TIMES). NOW, AT LAST, LEGENDARY DIVE-BOMBER "DUSTY" KLEISS DELIVERS A GRIPPING AND INSPIRING EYEWITNESS ACCOUNT OF AMERICA'S GREATEST NAVAL VICTORY On the morning of June 4, 1942, high above the tiny Pacific atoll of Midway, Lt. (j.g.) "Dusty" Kleiss burst out of the clouds and piloted his SBD Dauntless into a near-vertical dive aimed at the heart of Japan's Imperial Navy, which six months earlier had ruthlessly struck Pearl Harbor. The greatest naval battle in history raged around him, its outcome hanging in the balance as the U.S. desperately searched for its first major victory of the Second World War. Then, in a matter of seconds, Dusty Kleiss's daring 20,000-foot dive helped forever alter the war's trajectory. Plummeting through the air at 240 knots amid blistering anti-aircraft fire, the twenty-six-year-old pilot from USS Enterprise's elite Scouting Squadron Six fixed on an invaluable target—the aircraft carrier Kaga, one of Japan's most important capital ships. He released three bombs at the last possible instant, then desperately pulled out of his gut-wrenching 9-g dive. As his plane leveled out just above the roiling Pacific Ocean, Dusty's perfectly placed bombs struck the carrier's deck, and Kaga erupted into an inferno from which it would never recover. Arriving safely back at Enterprise, Dusty was met with heartbreaking news: his best friend was missing and presumed dead along with two dozen of their fellow naval aviators. Unbowed, Dusty returned to the air that same afternoon and, remarkably, would fatally strike another enemy carrier, Hiryu. Two days later, his deadeye aim contributed to the destruction of a third Japanese warship, the cruiser Mikuma, thereby making Dusty the only pilot from either side to land hits on three different ships, all of which sank—losses that crippled the once-fearsome Japanese fleet. By battle's end, the humble young sailor from Kansas had earned his place in history—and yet he stayed silent for decades, living quietly with his children and his wife, Jean, whom he married less than a month after Midway. Now his extraordinary and long-awaited memoir, Never Call Me a Hero, tells the Navy Cross recipient's full story for the first time, offering an unprecedentedly intimate look at the "the decisive contest for control of the Pacific in World War II" (New York Times)—and one man's essential role in helping secure its outcome. Dusty worked on this book for years with naval historians Timothy and Laura Orr, aiming to publish Never Call Me a Hero for Midway's seventy-fifth anniversary in June 2017. Sadly, as the book neared completion in 2016, Dusty Kleiss passed away at age 100, the last surviving dive-bomber pilot to have fought at Midway. And yet the publication of Never Call Me a Hero is a cause for celebration: these pages are Dusty's remarkable legacy, providing a riveting eyewitness account of the Battle of Midway, and an inspiring testimony to the brave men who fought, died, and shaped history during those four extraordinary days in June, seventy-five years ago.

THE NEW YORK TIMES BESTSELLING MEMOIR OF 21ST-CENTURY AIR COMBAT, BY "ONE OF THE DECORATED PILOTS IN AIR FORCE HISTORY" (NEW YORK POST) 151 combat missions 21 hard kills on surface -to -air missile sites 4 Distinguished Flying Crosses with Valor 1 Purple Heart First into a war zone, flying behind enemy lines to purposely draw fire, the wild weasels are elite fighter squadrons with the most dangerous job in the Air Force One of the greatest aviation memoirs ever written, Viper Pilot is an Air Force legend's thrilling eyewitness account of modern air warfare. For twenty years, Lieutenant Colonel Dan Hampton was a leading member of the Wild Weasels, logging 608 combat hours in the world's most iconic fighter jet: the F-16 "Fighting Falcon," or "Viper." He spearheaded the 2003 invasion of Iraq, leading the first flight of fighters over the border en route to strike Baghdad. Earlier, on 9/11, Hampton's father was inside the Pentagon when it was attacked; with his dad's fate unknown, Hampton was scrambled into American skies and given the unprecedented orders to shoot down any unidentified aircraft. Viper Pilot is an unforgettable look into the closed world of fighter pilots and modern air combat.

This book is a poignant story of a small-town boy, who stumbled into a lifelong flying career spanning 38 years as a pilot. Now at 99, Captain Ho Weng Toh, one of the last few remaining Flying Tigers, recalls the many events that shaped his life. It takes the readers through his journey of good and bad years, the trials and tribulations encountered, his journey from being a refugee student to becoming a Chinese Air

Force B-25 bomber pilot, his will to live, the burning desire to contribute towards the WWII effort and his endurance of all the trials and hardships all alone and often in silent solitude. Captain Ho shares memories of his childhood days and his growing-up years in Ipoh, his family and important values imparted by his father, his wonderful friendship with his buddy of eight decades, Meng Seng and his romantic encounters. In 1941, while being a student in Hong Kong, Captain Ho witnessed bombs dropped by Japanese bombers which signalled the start of WWII — a war which not only altered the course of history but was a major turning point in his life. Its impact consequently shaped the course of his life. He encountered many trials and uncertainties during the war years. But beyond the dark clouds and thunder storms, there was new hope and adventure. He encountered new adventures in Singapore, where he used his flying experience to carve out an illustrious career. In 1951, he started flying for Malayan Airways, the predecessor of Singapore Airlines (SIA). Through his 30 years of flying career with SIA, he saw the Airline grow from a fledgling Airline of three DC-3s to a modern international Airline. His strong passion for people, sports and travel were hallmarks of his life which enabled him to live a long and fulfilling life. Having a deep appreciation of the importance of friendship, he values his friends dearly and often travels the globe to reconnect. Being keenly interested in people and world affairs, he is extremely aware of human needs and is ever concerned for people that comes his way, fighting for the underdogs, offering guidance and a little helping hand to those in need. Such qualities together with his flying experience has helped him successfully train and groom several generations of young local pilots who eventually had successful careers at SIA. Related Link(s)

In what has been hailed as one of the finest war memoirs ever written, Murray Peden recounts his experiences as a bomber with 214 Squadron during World War II.

A pilot recounts his experiences flying NATO missions in a F-117 stealth fighter over Kosovo in 1999.

The riveting firsthand account of World War II pilot Robert Morgan, his crew, and the legendary Memphis Belle—written with Ron Powers, cowriter of the #1 New York Times bestseller *Flags of Our Fathers*. A powerful chronicle of loyalty, love, and heroism under fire, this is the unforgettable memoir of a member of the Greatest Generation who fought in America's greatest battles—and of the war one man waged both in and out of the skies. High-spirited, young Robert Morgan was transformed from a fast-living, privileged playboy who grew up hobnobbing with the Vanderbilts into a steel-nerved pilot forged in the cauldron of World War II's most dangerous and desperate aerial encounters. This is the triumphant tale of that transformation—and of the airplane and crew that never failed to bring him back home.

" Winner of the Best Aeronautical Book Award from the Reserve Officers Association of the United States "The sky was full of dying airplanes" as American Liberator bombers struggled to return to North Africa after their daring low-level raid on the oil refineries of Ploesti. They lost 446 airmen and 53 planes, but Philip Ardery's plane came home. This pilot was to take part in many more raids on Hitler's Europe, including air cover for the D-Day invasion of Normandy. This vivid firsthand account, available now for the first time in paper, records one man's experience of World War II air warfare. Throughout, Ardery testifies to the horror of world war as he describes his fear, his longing for home, and his grief for fallen comrades. *Bomber Pilot* is a moving contribution to American history.

A gripping, literary recollection of a pilot's experiences during WWII.

Heinz Knoke was one of Nazi Germany's outstanding pilots, and this dramatic record of his experiences, illustrated with personal photos, has become a classic among aviation memoirs. He joined the Luftwaffe at the outbreak of the war, rose to the rank of

Describes the author's experiences as an Army flight instructor, the tension of flying dangerous missions against the Germans, and the difficult period of adjustment after the war

From the Phoney War of 1939 to the Battle of Britain in 1940, the pilots of Hornet Squadron learn their lessons the hard way. Hi-jinks are all very well on the ground, but once in a Hurricane's cockpit, the best killers keep their wits close. Newly promoted Commanding Officer Fanny Barton has a job on to whip the Hornets into shape before they face the Luftwaffe's seasoned pilots. And sometimes Fighter Command, with its obsolete tactics and stiff doctrines, is the real menace. As with all Robinson's novels, the raw dialogue, rich black humor and brilliantly rendered, adrenaline-packed dogfights bring the Battle of Britain, and the brave few who fought it, to life.

Of all the celebrities who served their country during World War II -and they were legion -Jimmy Stewart was unique. On December 7th, when the attack on Pearl Harbor woke so many others to the reality of war, Stewart was already in uniform - as a private on guard duty south of San Francisco at the Army Air Corps Moffet Field. Seeing war on the horizon, Jimmy Stewart, at the height of his fame after *Mr. Smith Goes to Washington* and his Oscar-winning turn in *The Philadelphia Story* in 1940, had enlisted several months earlier. Jimmy Stewart, *Bomber Pilot* chronicles his long journey to become a bomber pilot in combat. Author Starr Smith, the intelligence officer assigned to the movie star, recounts how Stewart's first battles were with the Air Corps high command, who insisted on keeping the naturally talented pilot out of harm's way as an instructor pilot for B-17 Flying Fortresses and B-24 Liberators. By 1944, however, Stewart managed to get assigned to a Liberator squadron that was deploying to England to join the mighty Eighth Air Force. Once in the thick of it, he rose to command his own squadron and flew twenty combat missions, including one to Berlin. "My father would feel honored by this book." —Kelly Stewart Harcourt, daughter of Jimmy Stewart "We would have made Jimmy a group commander [equivalent to an army regiment] if the war had lasted another month." - General Jimmy Doolittle. "An excellent biography of a distinguished airman and fine human being." - Roger Freeman, author of *The Mighty Eighth: A History of the U.S. 8th Air Force*. "How wonderful it is that Starr Smith has finally directed a literary light on the personal history of Jimmy Stewart. . . . I welcomed Starr's book. It is needed and wanted. Bravo!" - Gay Talese. "This is a very well researched and written book. . . . It fills a place in history about no mere actor but a courageous and selfless man, Brigadier General Jimmy Stewart, USAF." - General Michael E. Ryan, former Chief of Staff of the Air Force. "I have met a few movie stars, but of them all, I think that Jimmy Stewart was most like those modest heroes he portrayed. Now journalist Starr Smith has raised the curtain on Stewart's gallant service as a bomber pilot and air combat commander in World War II." —Walter Cronkite, from the Foreword

THE INTERNATIONAL BESTSELLER: "Beautifully told."—CNN • "A remarkable story...worth retelling and celebrating."—USA Today • "Oh, it's a good one!"—Fox News A "beautiful story of a brotherhood between enemies" emerges from the horrors of

World War II in this New York Times bestseller by the author of *Spearhead*. December, 1943: A badly damaged American bomber struggles to fly over wartime Germany. At the controls is twenty-one-year-old Second Lieutenant Charlie Brown. Half his crew lay wounded or dead on this, their first mission. Suddenly, a Messerschmitt fighter pulls up on the bomber's tail. The pilot is German ace Franz Stigler—and he can destroy the young American crew with the squeeze of a trigger... What happened next would defy imagination and later be called "the most incredible encounter between enemies in World War II." The U.S. 8th Air Force would later classify what happened between them as "top secret." It was an act that Franz could never mention for fear of facing a firing squad. It was the encounter that would haunt both Charlie and Franz for forty years until, as old men, they would search the world for each other, a last mission that could change their lives forever.

The acclaimed author of *Brute* recounts the life of the veteran U.S. Air Force pilot and innovative military strategist in this biography. John Boyd was arguably the greatest fighter pilot in American history. From the proving ground of the Korean War, he went on to win renown as the instructor who defeated—in less than forty seconds—every pilot who challenged him. But what made Boyd a man for the ages was what happened after he left the cockpit. A fighter on the ground as well as in the air, Boyd was relentless, brilliant, stubborn, and virtually always right. He managed to transform almost single-handedly the way military aircraft, particularly the F-15 and F-16, were designed. He then dedicated many lonely years to a radical theory of conflict that at the time was mostly ignored but now informs military activity around the globe and is acclaimed as the most influential thinking about conflict since Sun Tzu's *The Art of War*. Praise for Boyd "Boyd could not be more welcome. . . . It should be required reading for every American citizen." —Washington Post Book World "This engrossing biography should definitely be on the bedside table of all our current military leadership." —Andrew Cockburn, Los Angeles Times Book Review "A stunning biography . . . Coram traces how Boyd's ideas percolated into key centers of civilian and military decision making and led to a swift and decisive victory in Operation Desert Storm, and how his maneuverist doctrine foretold the type of terrorist tactics used on September 11." —Martin Edwin Andersen, *Insight*

(Color Version) Many people have approached me asking what it felt like to fly jet fighters. In fact, most people have never flown in a small plane. They truly are missing the most incredible feeling of being airborne alone, among the clouds, looking down at the ground and feeling amazingly free. All takeoffs and landings are thrilling. These feelings are more or less intense for each type of plane flown. As you look back through our history, various conflicts dictated different missions and types of aircraft. Industry changed designs of airframes and weapons based on the mission, cost, and time to manufacture. In the 1970's and 80's, during the tensions of the Cold War, numerous borders around the world were being contested, sometimes using military force. Communist and Socialist dictators were taking over many countries. There was a worldwide feeling that it could all explode into World War III at any moment. In that climate, military pilots worldwide constantly prepared for the worst, hoping that being fully prepared would deter political and military action. This is the story of one of the pilots who flew the F-4, the F-105, the F-111, and the O-2 in defense of his country. This pilot prepared for fighting at high or low speed and high or low altitude with most of the missiles, rockets, and bombs that a fighter aircraft could carry. His missions in Vietnam steeled him for deadly combat. This combat experience prepared him to protect our country and our allies in the Far East and in Europe throughout a loyal career. In 1944 and 1945, Tom Faulkner was a B-24 pilot flying out of San Giovanni airfield in Italy as a member of the 15th Air Force of the U.S. Army Air Forces. Only 19 years old when he completed his 28th and last mission, Tom was one of the youngest bomber pilots to serve in the U.S. Army Air Forces during World War II. Between September 1944 and the end of February 1945, he flew against targets in Hungary, Germany, Italy, Austria, and Yugoslavia. On Tom's last mission against the marshalling yards at Augsburg, Germany, his plane was severely damaged, and he had to fly to Switzerland where he and his crew were interned. The 15th Air Force generally has been overshadowed by works on the 8th Air Force based in England. Faulkner's memoir helps fill an important void by providing a first-hand account of a pilot and his crew during the waning months of the war, as well as a description of his experiences before his military service. David L. Snead has edited the memoir and provided annotations and corroboration for the various missions.

Fighter pilots! Images of Baron Manfred von Richthofen and Eddie Rickenbacker in the Great War, Johnnie Johnson, Robert Stanford Tuck and Richard Bong in the Second World War, or Robin Olds in Vietnam, all spring to mind. Volumes have been written about them, past and present. Understandably, most of these revolve around the skill, cunning and bravery that characterizes this distinctive band of brothers, but there are other dimensions to those who take to the skies to do battle that have not been given the emphasis they deserve – until now. You do not have to be an aviation aficionado to enjoy Colonel Steve Ladd's fascinating personal tale, woven around his 28-year career as a fighter pilot. This extremely engaging account follows a young man from basic pilot training to senior command through the narratives that define a unique ethos. From the United States to Southeast Asia; Europe to the Middle East; linking the amusing and tongue-in-cheek to the deadly serious and poignant, this is the lifelong journey of a fighter pilot. The anecdotes provided are absorbing, providing an insight into life as an Air Force pilot, but, in this book, as Colonel Ladd stresses, the focus is not on fireworks or stirring tales of derring-do. Instead, this is an articulate and absorbing account of what life is really like among a rare breed of arrogant, cocky, boisterous and fun-loving young men who readily transform into steely professionals at the controls of a fighter aircraft. From F-4 Phantom to A-10 Warthog is a terrific read: the legacy of a fighter pilot.

For years, Linda Audrey Kantor has interviewed World War II veterans and published their stories in various venues to preserve their memories and to honor their heroism. With our Greatest Generation fast fading into history, one such interview gradually evolved into *Emil's Story: Memoir of a WWII Bomber Pilot*. By turns humorous, poignant, and tragic, this intense adventure focuses the war at a personal level—how it was to grow up on an isolated Minnesota farm during Prohibition, to be drafted first in Koochiching County, to leave a sweetheart behind, to be winnowed like grain through rigorous training schools, to be selected to pilot a B-24 bomber, and finally to fly thirty-five missions over the dangerous skies of Nazi Europe, facing death daily from flak, enemy fighters, accidents, and sheer incompetence. It was *Emil's Story*, but it also was the story of innumerable young men from farm, village, and city alike who, by choice and by circumstance, banded together to answer their nation's call to save the world from Nazi domination. Come along for the flight.

"The enemy bomber grew larger in my sights and the rear gunner was sprayed by my guns just as he opened fire. The rest was merely a matter of seconds. The bomber fell like a stone out of the sky and exploded on the ground. The nightmare came to an end." In this enthralling memoir, the author recounts his experiences of the war years and traces the story of the ace fighter pilots from the German development of radar to the Battle of Britain. Johnen flew his first operational mission in July 1941, having

completed his blind-flying training. In his first couple of years he brought down two enemy planes. The tally went up rapidly once the air war was escalated in spring 1943, when Air Marshal Arthur Harris of the RAF Bomber Command began the campaign dubbed the Battle of the Ruhr. During this phase of the war Johnens successes were achieved against a 710-strong force of bombers. Johnens further successes during Harris's subsequent Berlin offensive led to his promotion as Staffelkapitan (squadron leader) of Nachtjagdgeschwader and a move to Mainz. During a sortie from there, his Bf 110 was hit by return fire and he was forced to land in Switzerland. He and his crew were interned by the authorities. The Germans were deeply worried about leaving a sophisticatedly equipped night fighter and its important air crew in the hands of a foreign government, even if it was a neutral one. After negotiations involving Gring, the prisoners were released. Johnens unit moved to Hungary and by October 1944 his score was standing at 33 aerial kills. His final one came in March the following year, once Johnen had moved back to Germany. Action-packed memoir by an American pilot and squadron commander in the Korean War.

Om oplevelser under 2. verdenskrig og lidt om forfatterens deltagelse i Koreakrigen.

Bomber Pilot A Memoir of World War II University Press of Kentucky

MUSTANG ACE Memoirs of a P-51 Fighter Pilot by Robert J. Goebel When Robert Goebel left home to join the Army Air Corps in 1942, he was a 19 years old and a high-school graduate. The only previous time he had traveled far from his native Racine, Wisconsin, was an epic trip in the summer of 1940, when he and a pal had ridden the rails to Texas and back to visit two of Bob's brothers who were in the service. Even during his weeks in Pre-flight training, young Goebel found that he felt at home in the service, and he looked forward to the great adventure on which he had embarked out of a sense of patriotism and yearning to see the wide world. Easygoing and quick to learn, Cadet Goebel worked his way steadily through the Basic, Primary, and Advanced phases of military flight training, and found in himself an aptitude for flight. However, like nearly all of his comrades, Goebel could not learn how to hit a flying target with the guns mounted on the trainers he flew. Nevertheless, he and they graduated to fighter school and, after earning their wings and commissions, were sent on to join an operational fighter unit - in Panama. The months of rigorous operational flying in Panama seasoned Lieutenant Goebel and his young companions, and made better aviators of them, but it did little to advance their gunnery skills. When a new crop of novices arrived, Goebel and his companions found themselves on their way to Europe to join the fight. They wound up in North Africa in the Spring of 1944 with orders to join the 31st Fighter Group in Italy. Just as Goebel and his young companions were about to join the leading fighter group in the Mediterranean Theater of Operations, the 31st turned in its British-made Spitfire fighters for new P-51 Mustang fighters. Within weeks, Bob Goebel had flown his first combat missions and had lost his element leader, who was shot down in a swirling dogfight. But master the job he did. A steady succession of bomber-escort missions over southeastern Europe slowly and then more rapidly forced Lieutenant Goebel to settle in and master aerial gunnery and the mentally taxing high-speed dogfights in which he became engaged. At last, he shot down his first German fighter. And he advanced to positions of leadership, in due course leading the entire 31st Fighter Group deep into enemy territory. At length, he shot down a fifth German and thus became an ace-a Mustang Ace. And then he shot down three Germans in one day on a mission to Ploesti, Rumania. He flew to Russia and back, and supported the invasion of southern France. In the end, by September 1944, he had eleven confirmed victories to his credit and was one of the 308th Fighter Squadron's most respected combat leaders. When he was sent home at the end of his combat tour, Captain Bob Goebel was not yet 22 years old.

If there was ever a man who was born to fly, it is John M. Billings. He took his first plane ride in 1926, began taking piloting lessons in 1938, and joined the US Army Air Force in July 1942. After training he was assigned to fly Consolidated B-24 Liberator long-range bombers. He joined the 825th Bombardment Squadron of the 484th Bombardment Group. After flying fifteen daylight strategic bombing missions, Billings was selected for assignment to the 885th Bombardment Squadron (Heavy) (Special). As its designation suggests, the 885th was no regular bombing unit. The 885th specialized in flying top secret, low-altitude missions at night in support of the clandestine operations of the OSS and the Special Operations Executive. The unit's covert missions included parachuting OSS and SOE agents and supplies deep inside German territory. The most eventful and dangerous of Billings' thirty-nine secret missions with the 885th was his assignment in February 1945 to clandestinely insert a three-man OSS team, code-named Greenup, into Austria. The drop zone selected for the Greenup insertion was located on a glacier in a valley surrounded by mountains in the middle of the snow-covered Alps. Billings and his crew finally found the weather in the Alps clear enough to spot the drop zone, slip their unwieldy B-24 between the mountain peaks and descend to an altitude just a few hundred feet above the moonlit snow. On Billings' signal, the OSS agents parachuted right on target. The insertion of this OSS team was the inspiration for the feature film *Inglorious Bastards*. However, Brad Pitt's vengeful character was far removed from the leader of the Greenup team, Fred Mayer, who achieved success by infiltrating enemy ranks to gain vital intelligence. After the war, John Billings flew with Trans World Airlines and Eastern Airlines. He also flew more than 300 'Angel Flight' airlift missions which involve the specialized aerial transportation of critically ill medical patients. This is one man's story of a remarkable lifetime of flying, both in peace and in war.

The personal story of professional Japanese warrior Saburo Sakai describes his many missions and daredevil exploits in aerial combat during World War II, offering suspenseful accounts of his most courageous flights. Reprint

A night fighter (also known as an all-weather fighter or all-weather interceptor for some time after the Second World War) is a fighter aircraft adapted for use at night or in other times of bad visibility. Night fighters began to be used in World War I and included types that were specifically modified to operate at night. This book records in fascinating detail how night-fighting progressed through the course of the war, initially through the use of the radar, and later when Chisholm served in 100 Group Bomber Command developing radio counter-measures and organizing fighter support for the bombers raiding Germany by night.

The author recounts his World War II experiences, including bombing runs over Eastern Europe, being shot down over Rumania, and survival as a POW

True tales of heroism and the men who fought and died in the skies of World War II Europe. In World War II, there were all too many ways for a fighting man to die. But no theater of operations offered more fatal choices than the skies above Nazi-occupied Europe. Inside of a B-17 Bomber, thousands of feet above the earth, death was always a moment away. From the hellish storms of enemy flak and relentless strafing of Luftwaffe fighters, to mid-air collisions, mechanical failure, and simple bad luck, it's a wonder any man would volunteer for such dangerous duty. But some very brave men did. Some paid the ultimate price. Some made it home. But in the end, all would achieve victory. Here, author Travis L. Ayres has gathered a collection of previously untold personal accounts of combat and camaraderie aboard the B-17 Bombers that flew countless sorties against the enemy, as related by the men who lived and fought in the air—and survived. They are stories of heroism, sacrifice, miraculous survival and merciless warfare. But they should all be remembered... INCLUDES PHOTOS

Soon after the United States entered World War II, American ground and air forces were on their way to the European theater of operations. Among that offensive buildup was the 15th Air Force, consisting of four-engine heavy bombers—the B-17 and B-24—as well as twin-engine medium bombers and several types of fighter aircraft. The 15th was first stationed in North Africa and then in southern Italy, where pilots could strike at any military target within a 700 mile radius. After ferrying a B-17 to England with the 8th Air Force, Lt. Edward Logan was transferred to the 15th Air Force, Fifth Wing, 483rd Bomb Group, 817th Bomb Squadron in Italy. Logan and members of his unit were assigned to use American air power to destroy the German military's manufacturing and petroleum complexes as well as its intricate transportation system. This gripping memoir gives a detailed account of Logan's

experiences throughout his Army Air Corps career. It outlines the progression of a determined would-be pilot through two years of training, his 1944 journey to the war's theater and advent into actual combat. While other missions are summarized, the work's main focus is the author's thirty-fourth combat mission, which took place in March 1945. During this operation, his B-17 bomber sustained damage so severe that he and nine crewmen were forced to bail out over enemy territory. Aided by Slovenian partisans, Logan and his crew evaded the German troops who were searching for them and returned safely to their base. This firsthand account includes insider details, technical specifications of the B-17 bomber and previously classified information. An epilogue provides additional information on the partisans and the composition of the 15th Air Force.

A Luftwaffe Bomber Pilot Remembers is a bomber pilot's story from his early life prior to the ascension of the Nazi Party to power in Germany, his education and rise through the ranks of the Luftwaffe as a decorated bomber pilot, and even through his demotion at the hands of Gring late in the war. Also covered are Haeberlen's tribulations in a prisoner of war camp run by the Allies, and his success in post war Germany as a businessman. This book offers a unique first person perspective on the development of the war and its effect on those that were not in the highest realms of power.

On an early morning in the fall of 1942, Kemp McLaughlin's group set out for a raid on a French target. Immediately after dropping its bombs, McLaughlin's plane was hit. A huge fire burned a four-foot hole in his wing, his waist gunner bailed out, his radio operator was wounded, the plane lost all oxygen, and his pilot put on a parachute and sat on the escape hatch, waiting for the plane to explode. And this was only McLaughlin's first sortie. McLaughlin went on to pilot the mission command plane on the second raid against Schweinfurt, the largest air raid in history, which resulted in the destruction of 70 percent of German ball bearing production capability. McLaughlin also participated in the bombing of heavy water installations in Norway. The Mighty Eighth in WWII also includes the stories of downed pilots in France and Holland who traveled under the cover of night through the countryside, evading the Nazis who had seen their planes go down. As a group leader, McLaughlin was responsible for the planning and execution of air raids, forced to follow the directives of senior (and sometimes less informed) officers. His position as one of the managers of the massive sky trains allows him to provide unique insight into the work of maintenance and armament crews, preflight briefings, and off-duty activities of the airmen. No other memoir of World War II reveals so much about both the actual bombing runs against Nazi Germany and the management of personnel and material that made those airborne armadas possible.

"As I raised the handles on the ejection seat and the jet passed 450 knots, I knew this was going to hurt! Ride along in the adventures I experienced flying high performance aircraft. Lots of laughs and tears are part of the job. Combat, test flying and, as the title implies, high risk. A Silver Star recipient, much of my OV-10 combat time was in Laos. Started with the F-100 in Europe and finished my career as test director to make the F-100 a target.

Please note: This ebook edition does not include the photo insert from the print edition. The widely anticipated memoir of legendary ace American fighter pilot, Robin Olds Robin Olds was a larger-than-life hero with a towering personality. A graduate of West Point and an inductee in the National College Football Hall of Fame for his All-American performance for Army, Olds was one of the toughest college football players at the time. In WWII, Olds quickly became a top fighter pilot and squadron commander by the age of 22—and an ace with 12 aerial victories. But it was in Vietnam where the man became a legend. He arrived in 1966 to find a dejected group of pilots and motivated them by placing himself on the flight schedule under officers junior to himself, then challenging them to train him properly because he would soon be leading them. Proving he wasn't a WWII retread, he led the wing with aggressiveness, scoring another four confirmed kills, becoming a rare triple ace. Olds (who retired a brigadier general and died in 2007) was a unique individual whose personal story is one of the most eagerly anticipated military books of the year.

One young man's story of combat in the air, constant battles for survival, and the development of radar technology for use against the Luftwaffe. This is the story of how an eighteen-year-old miner shoveling ore from deep in the ground in Utah suddenly found himself, only two years later, 30,000 feet in the air over Nazi Germany, piloting a Flying Fortress in the first wave of America's air counteroffensive in Europe. Like thousands of other young Americans, Ray Brim was plucked out by the US Army to be a combat flyer, and was quickly pitted against the hardened veterans of the Luftwaffe. Brim turned out to have a natural knack for flying, however, and was assigned to the select squadron developing lead pathfinder techniques, while experimenting with radar. He was among the first to test the teeth of the Luftwaffe's defenses, and once those techniques had been honed, thousands of other bomber crews would follow into the maelstrom—from which 80,000 never returned. This book gives us vivid insights into the genesis of the American air campaign, told with the humor, attention to detail, and humility that captures the heart and soul of our "Greatest Generation." Brim was one of the first Pathfinder pilots to fly both day and night missions, leading bomb groups of six-hundred-plus bombers to their targets. At the onset of his missions in the spring of 1943, B-17 crews were given a fifty-fifty chance of returning. All his raids were nerve-wracking forays into the unknown, struggles to survive the damage to his plane caused by flak and German fighter attacks and bring his ten-man crew home, often wounded—but still alive.

In the mid-1920s the sound of airplane motors would cause the entire inhabitants of author Robert "Smoky" Vrilakas' small Northern California village to dash outside to look up at the sky. Overhead would be a Ford Trimotor passenger plane droning off toward some unknown destination, a sight almost as awesome then as watching a manned satellite pass over in space today. The author, then a young boy, thought those who flew airplanes had to be super humans, far beyond anything he could ever even dream of doing. Later, in the midst of the Great Depression, Smoky Vrilakas' life took a sudden, sweeping turn. Six months prior to the December Pearl Harbor attack and at only 22 years old, Smoky was drafted into the army in preparation for an expected major war. Look, Mom-I Can Fly! takes you through the author's Army infantry training and his Army Air Corp flight training. You will share Smoky's experience in learning to fly the Army's top fighter airplane of the time: the P-38 "Lightning." In mid-1943 you will travel with him and 65 other P-38 volunteer classmates to North Africa and Italy. There, as a member of the famed "Hat in the Ring" squadron, you will accompany him on 51 combat missions against the German Luftwaffe and Italian Air Force in the Mediterranean Theatre of Operations. All of the combat missions carried considerable risk. Some came very close to being Smoky's last. Meet some of Smoky's fellow P-38 pilots and learn about the everyday life of a fighter pilot of that era. This story confirms that determination and the will to meet a goal are the primary ingredients for success in any endeavor.

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