

File Type PDF Night Fighter
Over Germany Flying
Beaufighters And Mosquitoes
Night Fighter Over

*Germany Flying
Beaufighters And
Mosquitoes In World War*

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Over Germany Flying

2

Beaufighters And Mosquitoes

He traces the steps that led to the British surrender of world hegemony to the United States at the end of World War II.

First Published in 1999.

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Routledge is an imprint of Taylor & Francis, an informa company.

Once the day fighters had saved Britain from invasion, it fell to the night fighters to save her cities from destruction. At the

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beginning, interception by night proved virtually impossible, particularly, as the German bombers carried out their raids in cloudy weather. Soon, however, the navigator was presented with a mysterious little black

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box, which turned out to be the parent of airborne radar and the key to aerial tactics. This made a major contribution to the war in the skies, first protecting the British cities from the incessant raids of 1940 and

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later enabling the bombers to carry out their vital operations over Germany.

'Jimmy' Rawnsley, crewed with gunner 'Cats-eyes' Cunningham were among the first to use this new technology when it was

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introduced to the Blenheim they were flying and went on to become one of the RAF's leading night fighter crews, destroying over 20 enemy aircraft.

Bomber Commands night offensive against Nazi

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Germany, which lasted for nearly six years, was one of Britains major contributions to the Allied effort during the Second World War. But the decision to conduct its main operations at night only came about following

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heavy losses by day, when its prewar medium bombers had been found lacking in modern air warfare. The Luftwaffe, too, had its early problems. Initially without a dedicated night fighter, it was ill-equipped

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to defend the Reich, and so the stage was set for what would become one of the most critical strategic encounters of the war. Things had to change on both sides. Soon there came new and more capable aircraft, in ever-

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increasing numbers, coupled with new tactics and technology, as each side strove to gain the upper hand. It became a fascinating encounter between the crews of Bomber Command and the Luftwaffes

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night fighter force, the
Nachtjagd, with no shortage
of courage and heavy losses
on both sides. Amongst the
epic encounters were Bomber
Commands Thousand Bomber
raids, the attack on the
German V-weapons research

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establishment at Peenemunde,
the campaigns against the
industrial Ruhr, Hamburg and
Berlin, and the disastrous
raid on Nuremberg. This new
publication consolidates
accounts from both sides and
from all ranks of service in

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an effort to provide a comprehensive account of some of the most ferocious nocturnal engagements of the Second World War.

Story Of Allied Night
Fighter In Night Air Combat:
The Life Of Military

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Aircraft And Night Fighter
An Encyclopedia
Military Review
Junkers Ju 88: The Early
Years
World War II in Europe
The True Story of Two Airmen
at War Over Germany

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Night Flyer/Mosquito
Pathfinder
In World War 2

**Please note: This is a
companion version & not
the original book. Sample
Book Insights: #1 On 9
April 1940, German troops**

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**invaded Denmark and
Norway. The Luftwaffe
squadrons stationed in
Denmark were ordered to
cover the troop movements
planned for the invasion of
Norway. The British tried to**

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**disrupt this action by
constant day-and-night air
attacks. #2 The pilots of
Falk's wing began intensive
training in blind flying.
They were half-hearted at
first, but they eventually**

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**became devoted to the
practice. On 20 and 22 July,
a British bomber squadron
flew over the Ruhr, and the
flak alone shot down an
occasional enemy bomber.
#3 In 1940, the German**

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**government decided to
develop night fighting on a
large scale. On 10 May
1941, we night-fighting
candidates arrived at
Stuttgart-Echterdingen. A
magnificent May night lay**

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**over Swabia. The airfield
was brilliantly illuminated
and red lamps indicated all
the obstacles. #4 The night-
flying course I went on was
with the First Wing of Night-
Fighter Group No. 1 in**

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Venlo. The veterans of the group told me about the difficulties of night fighting, and how the RAF was taking reprisals on the Ruhr for the so-called Coventrating attacks by the

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Luftwaffe.

**Designed as a fast bomber
that could out-run the
fighters of the era, the twin-
engine Junkers Ju 88
became one of the most
versatile aircraft of the**

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**Second World War. Such
was the success of the
design that its production
lines operated constantly
from 1936 to 1945, with
more than 16,000 examples
being built in dozens of**

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**variants - more than any
other twin-engine German
aircraft of the period. From
an early stage it was
intended that it would be
used as a conventional light
bomber and as a dive-**

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**bomber. As such, it served
in the invasion of Poland,
the Norway campaign, the
Blitzkrieg and the invasion
of France and the Battle of
Britain. It went on to
operate in North Africa,**

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**formed a key part of the air
assault in Operation
Barbarossa, and was vital
to the Luftwaffes defence
of Germany in the face of
the Allied bomber
offensive. It was also**

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**adapted for use as a
fighter, night fighter,
torpedo bomber,
reconnaissance aircraft and
even as a Mistel flying-
bomb. It was used
effectively against both**

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**land targets and shipping.
In this selection of
unrivalled images collected
over many years, and now
part of Frontline's new War
in the Air series, the
operations of this famous**

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**aircraft are portrayed and
brought to life.**

**Photographs and
information of unfinished,
war weary, crash-landed,
cannibalized, new ones, but
all "dead Messerschmidt**

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**Me262s, found scattered all
over the former Nazi
Germany at the end of
World War II, 8may1945.
Enjoy this nine part series!
They were the best of
enemies - dedicated,**

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**skilled and deadly. In the
night skies above wartime
Germany an RAF navigator-
air bomber from New
Zealand and a Luftwaffe
pilot seek out their targets,
testing the gap between**

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**success and their own
destruction as they cross
each other's paths. The
odds are heavily against
either of them making it
through the war, but as this
sobering realisation**

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**displaces their initial
exuberant sense of
adventure, both come to
see in their youthful
sacrifice the survival of all
they hold dear. UNDER A
BOMBER'S MOON reaches**

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**across the divide of years,
of geography, of
nationality, to tell their
story largely in their own
words - describing both the
breathtaking clashes in the
air and the camaraderie,**

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**humour, patriotism and
personal tragedies that
became their war. Stephen
Harris began his journey of
discovery because he
wanted to know the truth
of his great-uncle Colwyn**

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**Jones's fate. With Col's
vividly written letters and
diary as a starting-point, he
set out to discover what
really happened on the
night Col's extraordinary
luck ran out. Little did he**

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**know that his quest would
lead him to a meeting with
a former Luftwaffe pilot
who was pitted against his
great-uncle in the skies
over Germany. Otto-
Heinrich Fries proved to be**

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both engaging and articulate, eventually allowing Harris to tell his story in this book. The result is a unique and personal account of two highly successful airmen

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from opposing sides.

The Story of a Mosquito
Night Fighter Ace
Night Fighter over Germany
From the Pilots Who Flew,
Fought, and Survived It
The Doomed Youth Of

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**Bomber Command
Three in Thirteen**

**Night Fighter Over
Germany**

When Gerald Constable
Maxwell was flying as a

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In World War 2
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

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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

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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 brothers footsteps
and joined 56 Squadron in

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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

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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

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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,

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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

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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

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the autumn of 1941 Michael
was posted to 604
Nightfighter Squadron, led
by the legendary Cats Eyes
Cunningham flying
Beaufighters and eventually
Mosquitos. He was eventually
to Command the squadron

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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

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Constable Maxwells family
records.

ONE OF BRITAIN'S MOST
DECORATED FIGHTER PILOTS
TELLS HIS RIVETING TRUE
STORY OF AERIAL COMBAT...

Fast-paced, hard-hitting and
personal, Wing Commander J.

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R. D. "Bob" Braham recounts his brilliant career as a World War II fighter pilot. Beginning with his pre-war training, he takes us battle-by-battle through that fateful afternoon in June, 1944, when he was shot down

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over occupied Denmark and
taken prisoner. From the
desperate night-time sorties
against the Luftwaffe's air
strikes during the Battle of
Britain to the daring
daylight intruder raids
against Hitler's crumbling

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Reich, his story reveals the skill, courage and teamwork between pilot and navigator that made him one of the RAF's most deadly fighter pilots. "HE'S 400 YARDS DEAD AHEAD!" Suddenly there he was as clear as could

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be-twin engines, twin tail,
our opposite number, an
Me110 night-fighter. He was
turning gently to port. I
climbed back to 16,000 feet,
heading again towards
Ameland. Before we had
straightened out Jacko

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called urgently: "Hard
starboard!" I hauled the
Beau round in a tight turn
when Jacko called, Look out,
you're closing too fast!"
"I've got him," I yelled. He
was above me, in a tight
turn, and at the speed we

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were travelling we looked as if we were going to ram him. I eased back the stick, put the sights on him and fired at the point-blank range of about fifty yards. There was a blinding flash as the Me exploded in my face.

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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

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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

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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

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Nachtjagd and Bomber
Command.

For the first time,
four German WWII pilots
share their side of the
story. Few
perspectives epitomize the
sheer drama and sacrifice of

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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

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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

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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

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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

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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

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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

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largely unseen by the
American public: the
experience of the German
pilot./div/div
Night Fighters
The Flying Career Of Night
Fighter
Germany and the Second World

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War
Men Of Air

A Development and Combat
History

Cover of Darkness: The
Memoir of a World War Two
Night-Fighter
Night Duel Over Germany

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The Me 262 was the first of its kind, the first jet-powered aircraft.

Although conceived before the war, with the initial plans being drawn in April 1939, the Stormbird was beset with technological (particularly the revolutionary engines) and political

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difficulties, resulting in it not entering combat until August 1944, with claims of nineteen downed Allied aircraft. The performance of the Me 262 so far exceeded that of Allied aircraft that on 1 September 1944, USAAF General Carl Spaatz

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remarked that if greater numbers of German jets appeared, they could inflict losses heavy enough to force cancellation of the Allied daylight bombing offensive. The story of how the Stormbird came to be is fascinating history, and it comes to

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life in the hands of noted historian
Colin Heaton. Told largely in the
words of the German aces who flew
it, The Me 262 Stormbird provides
the complete history of this
remarkable airplane from the
drawing boards to combat in the

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skies over the Third Reich. Features
two forewords, one by Jorg
Czypionka, Me 262 night fighter
pilot, and another by historian and
author Barrett Tillman.

Night fighting in the air is a devious
and clandestine form of mortal

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combat. In the blackness of night, success goes to the resolute hunter who stalks his prey unseen, and strikes from behind, swiftly and mercilessly. A sudden burst of machine-gun or cannon fire into an opponent's belly often caught the

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enemy unprepared, obliterating men
and machines in a hail of
explosions. Chivalry had no place in
the combats of the night sky. A
corridor from The Wash to
Birmingham was turned into a fierce
battleground in two world wars. The

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air route from Germany and the occupied countries through this corridor, to targets right across the industrial heartland of England, became a three-dimensional combat zone that proved to be as grim a killing ground by night as anywhere

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else in the land. No Place for
Chivalry encapsulates the story of
the air defense of England against
attack by night. By taking the area
covered by RAF Wittering and
Digby sectors, looking at the action
of night fighter squadrons operating

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from those stations and their satellite airfields, the way the battle developed, its timeline of events, the events themselves and the organization of those involved, a coherent picture of how the night air defense of Britain evolved is

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formed. The narrative is pitched at a level of detail and with such human interest content that it enables readers not only to grasp what is happening and why but also to feel the tensions, frustrations and euphoria of success that the aircrews

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felt at the time. The reader gets a view from the cockpit or gun turret, to meet and fly with the men of both sides who fought in the air at night - men whose moral standards on the ground were above reproach but, when fighting in the night sky,

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gave no quarter.

"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

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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

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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

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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

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bombers. Johnens further successes during Harriss 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

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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

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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

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following year, once Johnen had moved back to Germany.

This new volume from Martin Bowman examines the closing years of the Second World War, as the tide turned against the German and Axis forces. It includes riveting first-

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hand accounts from German fighter pilots caught up in some of the most dramatic night time conflicts of the latter war years. Viewing Bomber Command's operations through the eyes of the enemy, the reader is offered a fresh and intriguing

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perspective. Set in context by
Bowman's historical narrative, these
snippets of pilot testimony work to
offer an authentic sense of the times
at hand.

Enemy in the Dark

Rare Luftwaffe Photographs From

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Wartime Collections

Night Operations in World War II

German Night Fighters in World
War II

German Night Fighter Aces of
World War 2

Volume VII: The Strategic Air War

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in Europe and the War in the West
and East Asia, 1943-1944/5

Global Communications Since 1844
When the Luftwaffe entered World War 2,
its nightfighter force was virtually
nonexistent thanks to its leader,
Reichmarschall Hermann Göring, who

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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

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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.

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The 417th Night Fighter Squadron USAAF was only the fourth such unit to be formed. In the early days of WWII, the US sent observers to England to study how the latest form of air warfare would take shape and it very soon became apparent to them that a night fighting capability was of increasing importance.

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When they joined the battle against the Reich they found themselves without a suitable American aircraft and were forced to utilize those RAF Beaufighters that were becoming available as the de Havilland Mosquito assumed that role in RAF squadrons. Having 're-learned to fly' this British design the 417th were sent to

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North Africa where they honed their skills with the RAF. Most of the ex-RAF aircraft they had inherited were battle weary and no supplies of spares were available through the US supply chain. The squadron found an elderly B-25 bomber, nicknamed the "Strawberry Roan," and they ranged throughout the Mediterranean

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in search of Beaufighter parts. 417 soon built a healthy score of downed German and Italian aircraft and as the war progressed they were moved to Corsica to support the Italian invasion, now also taking on the challenge of maritime attack. After D-Day they were moved to Le Vallon at the mouth of the Rhone Valley,

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the great pathway into southern Germany, from where they attacked the night-time movements of the German Army. Perhaps their most famous operation was to attack and down many of the low flying German Condor aircraft that ran the route from the Reich to Spain carrying Nazi gold and treasures that had been looted from the

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occupied nations. This unique history is full of first-hand accounts and new information.

Two gripping memoirs by British night-fighter crewmen Action-adventure tales of aerial combat aboard Beaufighter and Mosquito aircraft Accounts of Pathfinders who flew ahead of bomber formations and

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marked targets deep inside German territory How new technologies like airborne radar, one of World War II's best-kept secrets, were used How night-fighters helped save British cities from destruction These are the highly evocative wartime memoirs of a young NCO pilot whose operational experience was with

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Beaufighters and Mosquitoes flying in the long-range night-fighter role. It is not a gung-ho account of daring-do, but a 'warts and all' story of what life was really like in that time of international crisis. No punches are pulled when the author experienced badly designed and dangerous aircraft, such as the Merlin-engined

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Beaufighter that was almost impossible to fly and killed many pilots during training, nor are the blinding errors made by those staff officers who conceived impossible tasks and operations which these young airmen were ordered to fly and survive. Threaded into a fascinating story of flying with the then leading-edge electronic

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technology, are the entirely human tales of nights out on the town, when stressed crews could relieve the stress of combat. Some hilarious accounts of wild nights on the ground blend comfortably with the dark skies over Europe and the endless search for the invisible Luftwaffe who were tasked with the destruction of Allied

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heavy bombers.

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Beaufighters in the Night

Night Fighter

Luftwaffe Fighter Aces

Defenders of the Reich, 1940–1943

Geopolitics and Technology

Broken Me 262 Jet Fighters Part 1

Flying Beaufighters and Mosquitoes in

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This unique USAF publication traces the AAF's development of aerial night fighting, including technology, training, and tactical operations in the North African, European, Pacific, and Asian theaters of war. In this effort the

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United States never wanted for recruits in what was, from start to finish, an all-volunteer night fighting force. For combatants, a constant in warfare through the ages has been the sanctuary of night, a refuge from the terror of the day's armed struggle. On the

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other hand, darkness has offered protection for operations made too dangerous by daylight. Combat has also extended into the twilight as day has seemed to provide too little time for the destruction demanded in modern mass warfare. In World War II the

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United States Army Air Forces (AAF) flew nighttime missions to counter enemy activities under cover of darkness. Allied air forces had established air superiority over the battlefield and behind their own lines, and so Axis air forces had to exploit the night's

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protection for their attacks on Allied installations. AAF night fighters sought to deny the enemy use of the night for these attacks. Also, by 1944 Allied daylight air superiority made Axis forces maneuver and resupply at night, by air, land, and sea. U.S. night

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fighters sought to disrupt these activities as an extension of daylight interdiction and harassment efforts. The AAF would seek to deny the enemy the night, while capitalizing on the night in support of daylight operations. The first true night

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fighter aircraft were British, struggling to hunt down German Zeppelins lurking in the night skies over England in 1915. These slow behemoths were sitting ducks in daylight, so they were used primarily after dark. For six months British airmen struggled to

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find the Zeppelins and shoot them down. This effort exposed several problems: once notified, how to ascend and reach the enemy's altitude before he flew out of range; how to find the enemy in a darkened sky; and, finally, how to knock him down. Technology soon

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provided answers, allowing R. A. J. Warneford to use aerial bombs to claim the first Zeppelin in June 1915. British night defenses exacted an increasing toll, claiming 79 of the 123 airships Germany built for the war. The enemy then switched from Zeppelins to a

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bomber airplane offensive against England. At first striking by day, German Gothas and Giants soon sought the night's protection from British defenses. What airmen lost in bombing accuracy by flying at night they more than made up in safety against enemy defenses.

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The night assault caught the public's imagination, but caused no serious damage. British planes performed well against German bombers protected by machine guns and the dark; in fact, the night itself proved the greater danger. In nineteen night raids, the

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defense, guided by radio intercepts, ground observers, searchlights, and blind luck, claimed twenty-four invading bombers, while thirty-six others were destroyed in unrelated crashes. Together, German bombers and airships claimed

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about 1,400 dead on the ground and nearly 3,400 injured, enough to threaten the British sense of pride and breach the insular protection previously afforded by the English Channel. Though the German aerial offensive hardly threatened the British war effort, it

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did force a diversion of eight hundred British fighters from the Western Front, where they were sorely needed. Though primitive, this first "Battle of Britain" set the stage for the aerial night fighting in the next war.

This aviation handbook is designed

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to be used as a quick reference to the classic military heritage aircraft that have been flown by members of the Canadian Air Force, Royal Canadian Air Force, Royal Canadian Navy, Canadian Army and the present-day Canadian Forces. The interested

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reader will find useful information and a few technical details on most of the military aircraft that have been in service with active Canadian squadrons both at home and overseas. 100 selected photographs have been included to illustrate a few of the major

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examples in addition to the serial numbers assigned to Canadian service aircraft. For those who like to actually see the aircraft concerned, aviation museum locations, addresses and contact phone numbers have been included, along with a list of

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aircraft held in each museum's current inventory or on display as gate guardians throughout Canada and overseas. The aircraft presented in this edition are listed alphabetically by manufacturer, number and type. Although many of Canada's heritage warplanes

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have completely disappeared, a few have been carefully collected, restored and preserved, and some have even been restored to flying condition. This guide-book should help you to find and view Canada's Warplane survivors.

This WWII memoir of an NCO

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Royal Air Force pilot offers a vivid, personal account of wartime life and dangerous operations over Europe. In 1941, Graham White was passing a Royal Air Force recruiting center and, on the spur of the moment, signed up. As a non-commissioned RAF pilot, he went

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on to fly long-range night-fighters against the Luftwaffe. White experienced badly designed and dangerous aircraft, such as the Beaufighter with its Merlin engine. But he also flew some of the finest planes ever built, like the “ Wooden Wonder ” Mosquito. In this candid

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memoir, White offers a rare glimpse of what life was really like in that time of international crisis. He pulls no punches as he describes the blinding errors made by officers who conceived impossible operations for young airmen to fly. But he also shares

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tales of nights out on the town,
when crews could relieve the
stress of combat.

Covers Ar 234, Do 217, Do 335,
Ta 154, He 219, Ju 88, Bf 110 and
many others.

DORNIER Do 17 – The Luftwaffe's
'Flying Pencil'

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Professional Journal of the United
States Army

History of the German Night
Fighter Force, 1917-1945

The Constable Maxwell Brothers:
Fighter Pilots in Two World Wars
Canadian Warplanes

Summary of Wilhelm Johnen's Duel

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Under the Stars

First of the Few: 5 June - July
1940

**The story of the everyday
heroism of British bomber
crews in 1944 - the turning
point year in Bomber**

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**Command's war against
Germany. There were many
ways for a combat crew to die
during Bomber Command's
war of 1944. Over German
territory, bursts of heavy flak
could tear the wings from their**

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planes in a split second.

**Flaming bullets from German
fighter planes could explode
their fuel tanks, cut their
oxygen supplies, destroy their
engines. In the spring of that
year, thousands of young men**

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**were shot, blown up, or thrown
from their planes five miles
above the earth; and even
those who returned faced the
subtler dangers of ice and fog
as they tried to land their
battered aircraft back home.**

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The winter of 1944 was the most dangerous time to be a combat airman in RAF Bomber Command. The chances of surviving a tour were as low as one in five, and morale had finally hit rock bottom. In this

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**comprehensive history of the
air war that year, Kevin Wilson
describes the most dangerous
period of the Battle of Berlin,
and the unparalleled losses
over Magdeburg, Leipzig and
Nuremberg. He tells how**

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ordinary men coped with constant pressure of flying, the loss of their colleagues, and the threat of death or capture. And, by telling the story of the famous events of this period - the Great Escape, D-Day, the

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defeat of the V1 menace - he shows how, through sheer grit and determination, the 'Men of Air' finally turned the tide against the Germans.

Air combat is the tactical art of moving, turning, and situating

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a fighter aircraft to attain a position from which an attack can be made on another aircraft. Mervyn Shipard RAAF was the pilot in a leading night fighter crew, with Douggie Oxby RAF, on 89 Squadron RAF

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**on Malta and in North Africa
1942-43. Already with one
victory at night over the UK,
they took a transfer to the
Mediterranean rather than go
on rest. They destroyed a total
of thirteen enemy aircraft,**

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**probably destroyed and
damaged others in dangerous
night interceptions over Malta
and on the north coast of
Africa. They survived crashes
and potentially lethal flying at
night and in bad weather.**

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Shipard was a natural at this kind of flying and Oxby made the pair successful in night air combat. At all stages of his flying career, Shipard was highly rated and the assessments are included in

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**the text. When called back to
Australia by the government,
Shipard became a valuable
instructor but decided to take
the opportunity of transferring
to airline flying, and spent the
rest of his career in that**

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**profession. His most
frightening experience came in
a Qantas Boeing B707 on take-
off from Melbourne's
Tullamarine airport-related in
the text. Many of Shipard's
victims can be identified from**

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German records and this detail is included. Detail of the career of Douggie Oxby is included - he became the most successful Allied night fighter radar operator of WW2. This is their story.

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This new volume from Martin Bowman examines the first three years of the Second World War, consolidating first-hand accounts from German fighter pilots caught up in some of the most dramatic

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**night time conflicts of the
early war years. Viewing
Bomber Command's operations
through the eyes of the enemy,
the reader is offered a fresh
and intriguing perspective. Set
in context by Bowman's**

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historical narrative, these snippets of pilot testimony work to offer an authentic sense of events as they played out.

Originaludgave: Geschichte der deutschen Nachtjagd

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1917-1945
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**Army Air Forces Night Fighters
at War - World War II and the
European War, Radar
Illuminates the Night, P-61,
Training, Operation Strangle,
D-Day, Japan Against the**

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Rising Sun

**The Memoir of a Luftwaffe
Night Pilot in World War II
Ar 234-Do 217-Do 335-Ta
154-He 219-Ju 88-Ju 388-Bf
110-Me 262 Etc
The Berlin Raids**

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**Bomber Command's Battle
Over the Reich During WWII
The German Aces Speak
Duel Under the Stars**

Considered to be the best known
German bomber of the Second World
War, the Heinkel He 111 served in

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every military front in the European theater, having first being deployed in the Spanish Civil War in 1936. It then saw extensive service in the invasion of Poland, the Norweigan campaign and the invasion of the Low Countries and France in 1940. When the Luftwaffe was tasked with destroying

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Britains ability to resist invasion in 1940, the He 111 formed almost half of the Gruppen employed by Luftflotte 2 and Luftflotte 3. When the Luftwaffe switched to attacking cities and industrial sites the Heinkel 111 was widely employed, with raids against targets such as London, Coventry,

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Bristol, Birmingham and Liverpool. In this selection of unrivaled images collected over many years, the operations of this famous aircraft in the early years of the war particularly the invasion of Poland, the Blitzkrieg in the West, the Battle of Britain and the very early stages of the Blitz are portrayed

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and brought to life.

By the spring of 1943, after the defeat at Stalingrad, the writing was on the wall. But while commanders close to the troops on Germany's various fronts were beginning to read it, those at the top were resolutely looking the other way. This seventh volume in the

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magisterial 10-volume series from the Militärgeschichtliches Forschungsamt [Research Institute for Military History] shows both Germany and her Japanese ally on the defensive, from 1943 into early 1945. It looks in depth at the strategic air war over the Reich and the mounting toll taken in the

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Battles of the Ruhr, Hamburg, and Berlin, and at the "Battle of the Radar Sets" so central to them all. The collapse of the Luftwaffe in its retaliatory role led to hopes being pinned on the revolutionary V-weapons, whose dramatic but ultimately fruitless achievements are

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chronicled. The Luftwaffe's weakness in defence is seen during the Normandy invasion, Operation Overlord, an account of the planning, preparation and execution of which form the central part of this volume together with the landings in the south of France, the setback suffered at

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Arnhem, and the German counter-offensive in the Ardennes. The final part follows the fortunes of Germany's ally fighting in the Pacific, Burma, Thailand, and China, with American forces capturing islands ever closer to Japan's homeland, and culminates in her capitulation and the creation of a

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new postwar order in the Far East.

The struggle between internal factions in the Japanese high command and imperial court is studied in detail, and highlights an interesting contrast with the intolerance of all dissent that typified the Nazi power structure. Based on meticulous research by

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MGFA's team of historians at Potsdam, this analysis of events is illustrated by a wealth of tables and maps covering aspects ranging from Germany's radar defence system and the targets of RAF Bomber Command and the US 8th Air Force, through the break-out from the Normandy

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beachhead, to the battles for Iwo Jima and Okinawa.

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Beaufighters and Mosquitoes in World
War 2 Pen and Sword

First of the Few covers air operations during the month or so before the 'official' start of the Battle of Britain, 5

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June to 9 July 1940, a period normally overlooked. The Battle of France commenced 5 June and the handful of RAF Hurricane and Battle squadrons that remained in France were heavily engaged as were Spitfire, Hurricane and Blenheims flying in support from the UK. Meanwhile, the Luftwaffe

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commenced intermittent nocturnal raids over eastern and north-eastern counties of England, resulting in the first night actions by RAF Blenheim night fighters. In the other direction, RAF night bombers were making forays over Germany and the occupied Low Countries. During the first week of

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July, Luftwaffe reconnaissance aircraft were overflying the south-east coastal areas and harrying shipping in the Channel. All of these actions are highlighted in First of the Few, many of the RAF aircrews experiencing combat for the first time survived as the 'first of the few' to participate in the

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forthcoming defence of Britain. The scene was thus set for one of the greatest battles in history - one that was to save the world from Nazi domination - the Battle of Britain. The 417th Night Fighter Squadron USAAF

The Me 262 Stormbird

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World War II Through the Eyes of Four
of the Luftwaffe's Most Important
Commanders
Conquering the Night
Fighter Aces!
German Night Fighters Versus
Bomber Command, 1943–1945
RAF Night Fighters Defend the East of

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England Against the German Air Force
in Two World Wars

Get in the cockpit with some of the greatest German flying aces of all time! In this exciting book, Mike Spick shows how the Luftwaffe's leading fighter

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pilots were able to outscore their allied counterparts so effectively and completely during World War II. When the records of the Jagdflieger pilots became available after the war, they were initially greeted

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with incredulity—the highest claim was for 352 kills, and more than one hundred pilots had recorded more than one hundred victories. However, post-war research proved that these claims had in fact been

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made in good faith and confirmation had only been given after rigorous checking. To discover the secret of this success, aviation history expert Mike Spick examines the exploits of these aces and sets

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out the context in which they took place. Every major theatre is covered in detail including the conditions peculiar to each: climate, relative numerical and qualitative strengths, the presence or absence of radar

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and other measures, and the relative merits of the planes being flown. He focuses on the methods and tactics used by individual aces and uses first-hand sources wherever possible to put the reader right

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alongside the pilot in the cockpit.

This “incredibly engaging and deeply personal” story of World War II pilot Joe Singleton “draws the reader into the dangerous world of night

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fighting" (Manhattan Book Review). Joe Singleton was an unlikely hero. A junior manager at a paints and varnish company at the outbreak of war, he was surprised to discover he had a hidden talent

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for flying. Despite RAF Fighter Squadrons crying out for replacements after the carnage of the Battle of Britain, Joe was posted to the rapidly developing world of night fighting. He flew first Defiants,

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then Beaufighters, finding himself in the thick of the very earliest stages of ground-controlled interception and airborne radar engagements. His skills finally began to bear fruit when piloting a Mosquito,

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and he took part in several successful missions. But the pinnacle came on the night of March 19, 1944: scrambling to intercept a big German raid on Hull, he located and shot down a Junkers 188, then went on to

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shoot down two more, all in the space of thirteen dramatic minutes. He and his navigator survived the crash-landing that ensued, and he went on to be feted as a national hero. Three in Thirteen is a unique sortie-

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by-sortie account of his journey from bewildered recruit to celebrated expert, illustrated with extracts from Joe's RAF logbook and unpublished photographs and illustrations. Roger Dunsford's extensive

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experience as an RAF pilot brings a vivid immediacy to Joe's experiences, combined with astute analysis of the planes, the tactics, and the events of that fateful night. "Inspirational and thoroughly

**File Type PDF Night Fighter
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engaging—a true hero's story."
—Books Monthly

From its beginnings during World War I, the role of the dedicated night fighter aircraft and its pilots in the 21st century has evolved greatly.

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This work reflects the massive changes in technology and in tactics. It also covers the problems of tracking aerial targets by radar.

A pilot's captivating autobiography that traces the

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development of night-flying from the early days of the Battle of Britain to the final triumph over Germany. Perfect for fans of Geoffrey Wellum, Eric Brown and Norman Hanson. What was it like to

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soar through the night sky fighting enemy aircraft in the Second World War? After completing intensive training Roderick Chisholm was thrust into the height of the Blitz to protect his country in the black

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of night. Guided by rudimentary radar he, along with his fellow pilots of 604 Squadron, developed the art of night-fighter operations. Fog, friendly-fire, disorientation, a Messerschmitt surprising you

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from behind - night-flying was a terrifying experience, even for skilled pilots, and Chisholm provides vivid insight into the hopes and fears of these men as they endeavoured to do their best in difficult conditions.

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Cover of Darkness records in fascinating detail how night-fighting progressed through the course of the war, initially through the use of radar, and later when Chisholm served in 100 Group Bomber Command

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developing radio counter-measures and organising fighter support for the bombers raiding Germany by night. "The very real merit of this book lies not so much in its most interesting account of night-

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fighting and night bombing during Hitler's war, as in its careful and impressive analysis of a pilot's mental reactions when flying at night on operations ... convincing and moving." Air Chief Marshal Sir

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Philip Joubert "This story ... continually impresses and satisfies. ... [Chisholm] can admirably describe to the layman, with intelligence and without heartiness, what his work is about and what it

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meant to him ... A most
intelligent and articulate book,
charming and modest..." H. E.
Bates

Under a Bomber's Moon
Night Fighters: A Development
and Combat History

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Nachtjagd
No Place for Chivalry
The Exploits and Tactics of
Germany's Greatest Pilots
Blitzkrieg to the Blitz
The Story of a Luftwaffe Night-
Fighter Pilot

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The author, a British pilot during World War II, describes what it was like to engage in battle with German fighters over England, relying almost entirely on radar. The Battle of Berlin was the longest and most sustained bombing

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offensive against one target in the Second World War. Bomber Command's Commander-in-Chief, Sir Arthur Harris, hoped to 'wreak Berlin from end to end' and 'produce a state of devastation in which German surrender is

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inevitable'. He dispatched nineteen major raids between August 1943 and March 1944 – more than 10,000 aircraft sorties dropped over 30,000 tons of bombs on Berlin. It was the RAF's supreme effort to end the war by aerial bombing. But

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Berlin was not destroyed and the RAF lost more than 600 aircraft and their crews. The controversy over whether the Battle of Berlin was a success or failure has continued ever since. Martin Middlebrook brings to this subject considerable

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experience as a military historian. In preparing his material he collected documents from both sides (many of the German ones never before used); he has also interviewed and corresponded with over 400 of the people involved in

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the battle and has made trips to Germany to interview the people of Berlin and Luftwaffe aircrews. He has achieved the difficult task of bringing together both sides of the Battle of Berlin – the bombing force and the people on the ground – to

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tell a coherent, single story. The author describes the battle, month by month, as the bombers waited for the dark nights, with no moon, to resume their effort to destroy Berlin and end the war. He recounts the ebb and flow of fortunes, identifying

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the tactical factors that helped first the bombers, then the night fighters, to gain the upper hand. Through the words of the participants, he brings to the reader the hopes, fears and bravery of the young bomber aircrews in the

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desperate air battles that were waged as the Luftwaffe attempted to protect their capital city. And he includes that element so often omitted from books about the bombing war – the experiences of ordinary people in the target city,

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showing how the bombing destroyed homes, killed families, affected morale and reduced the German war effort. Martin Middlebrook's meticulous attention to detail makes The Bomber Battle of Berlin one of his most

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accomplished book to date. Martin Middlebrook has written many other books that deal with important turning-points in the two world wars, including The First Day on the Somme, Kaiser's Battle, The Peenemünde Raid, The Somme

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Battlefields (with Mary Middlebrook), The Nuremberg Raid 30-21st March 1944 and Arnhem 1944 (all republished and in print with Pen and Sword). Martin Middlebrook is a Fellow of the Royal Historical Society and lives

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near Stroud, Gloucestershire.
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