

*Thunderchief Killers Vietnam
Combat Aircraft*

The story of U.S. Air Force and Navy flight crews who battled the Soviet-built enemy MiGs over Southeast Asia. Describes all 202 MiG kills, with serial number, tail code, operational unit, crewmember names, callsign, weaponry, and tactics for each aircraft credited with a Mig kill from April 1965 to January 1973.

The USAF introduced the F-4C Phantom II into the Vietnam war in April 1965 from Ubon RTAB, Thailand. The F-4C/D soon became the Air Force's principal fighter over the North, destroying 85 MiGs by the close of 1968. This book describes how the USAF turned a gunless naval interceptor into an opponent to the more nimble VPAF MiGs. It explains how the Air Force gradually followed US Navy initiatives in the use of the F-4's missile armament but employed very different tactics and aircrew training. The roles of key personalities such as Col. Robin Oldan are discussed, together with armament and markings, crews and engagements.

This title covers the technical characteristics of the F-104 Starfighter, one of the most widely-used and popular aircraft in history. Although built in small numbers

for the USAF, the F-104C fought and survived for almost three years in Vietnam. There, it was engaged in some of the war's most famous battles including the legendary operation Bolo, where seven North Vietnamese MiGs were destroyed without the loss of a single US fighter. This small, tough and very fast fighter, dubbed 'The Missile with a Man in It', was called upon to do things it was not specifically designed for, and did them admirably. Featuring illustrations and photographs detailing the variety of nose-paint schemes and weapons configurations, this comprehensive appraisal of the F-104 Starfighter is ideal for modelling and aviation enthusiasts alike.

Operation Rolling Thunder was the campaign that was meant to keep South Vietnam secure, and dissuade the North from arming and supplying the Viet Cong. It pitted the world's strongest air forces against the MiGs and missiles of a small Soviet client state. But the US airmen who flew Rolling Thunder missions were crippled by a badly thought-out strategy, rampant political interference in operational matters, and aircraft optimised for Cold War nuclear strikes rather than conventional warfare. Ironically, Rolling Thunder was one of the most influential episodes of the Cold War -

its failure spurring the 1970s US renaissance in professionalism, fighter design, and combat pilot training. Dr Richard P. Hallion, one of America's most eminent air power experts, explains how Rolling Thunder was conceived and fought, and why it became shorthand for how not to fight an air campaign.

F-105 Thunderchief MiG Killers of the Vietnam War

USAF F-4 Phantom II MiG Killers 1965-68 Naval Air War

A-3 Skywarrior Units of the Vietnam War USAF F-4 and F-105

Developed from the A-5 nuclear bomber and used in a reconnaissance role, the RA-5C Vigilante was the largest and fastest aeroplane ever to operate from the deck of an aircraft carrier. During the Vietnam War it sustained the highest loss ratio of any American aircraft in that conflict. This volume includes compelling accounts of combat missions over key communist targets, where crews dodged Surface-to-Air Missiles (SAMs) and anti-aircraft fire to secure all-important mission photographs. Written by a Vigilante combat veteran this book is crammed full of action-packed first-hand accounts. The erstwhile enemy of the USAF and US Navy during the nine years of American involvement in the Vietnam War, the Vietnamese Peoples' Air Force (VPAF) quickly grew from an ill-

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organised rabble of poorly trained pilots flying antiquated communist aircraft into a highly effective fighting force that more than held its own over the skies of North Vietnam. Flying Soviet fighters like the MiG-17, and -19, the VPAF produced over a dozen aces, whilst the Americans managed just two pilots and three navigators in the same period.

In 1948 the USAF, Marine Corps and US Navy were concentrating on converting over to an all-jet force. When the Korean War started in June 1950, the USAF had built up a sizable jet force in the Far East, while the US Navy was in the early stages of getting F9F Panthers operational as replacements for its piston-engined F8F Bearcats. At about this time, the Marine Corps had also begun using the Panthers in limited numbers. Operating from aircraft carriers off the Korean coast, F9Fs helped stop the North Korean invasion within two weeks of the communists crossing the 38th Parallel. The Panthers, escorting carrier-based AD Skyraiders and F4U Corsairs, penetrated as far north as Pyongyang, where they bombed and strafed targets that the North Koreans thought were out of range. The Panthers also took the battle all the way to the Yalu River, long before the MiG-15s became a threat. The F9F's basic tasking was aerial supremacy and combat air patrols, but they also excelled in bombing and strafing attacks.

Despite its 'F-for-fighter' designation, the

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F-105 was designed and purchased to give the USAF an aircraft capable of the delivery of nuclear weapons at very high speed, long range and below-the-radar altitudes. However, when the Vietnam War began it also emerged as USAF's best available tactical bomber for a 'limited conventional' war as well.

Extensively targeted by MiG-17s and MiG-21s the F-105 pilots developed innovative tactics that allowed them to compete in air-to-air duels with their smaller, more manoeuvrable enemies. Illustrated throughout with extensive photographs detailing weapon loads, internal features and action shots of actual engagements, this volume examines the conduct of the Rolling Thunder strike missions and the tactics used for attack and defence by the attack, escort fighter and radar monitoring elements within strike formations.

F-8 Crusader Units of the Vietnam War
Vietnam 1965-68

Thud Pilot

A Chronology of U.S. Air Victories in
Vietnam, 1965-1973

The Years of the Offensive, 1965-1968

Naval Air War: The Rolling Thunder Campaign is the sixth monograph in the series The U.S. Navy and the Vietnam War. It covers aircraft carrier activity during one of the longest sustained aerial bombing campaigns in history. And it would be a failure. The U.S. Navy proved essential to the conduct of Rolling Thunder and by capitalizing on the inherent flexibility and mobility of naval forces, the Seventh Fleet operated with impunity for three years off the coast of North Vietnam. The success with which the Navy executed the later Operation Linebacker campaign against North Vietnam in 1972

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revealed how much the service had learned from and exploited the Rolling Thunder experience of 1965-1968.

At the beginning of the Vietnam War, the Vietnam People's Air Force (VPAF) were equipped with slow, old Korean War generation fighters – a combination of MiG-17s and MiG-19s – types that should have offered little opposition to the cutting-edge fighter-bombers such as the F-4 Phantom II, F-105 Thunderchief and the F-8 Crusader. Yet when the USAF and US Navy unleashed their aircraft on North Vietnam in 1965 the inexperienced pilots of the VPAF were able to shatter the illusion of US air superiority. Taking advantage of their jet's unequalled low-speed maneuverability, small size and powerful cannon armament they were able to take the fight to their missile-guided opponents, with a number of Vietnamese pilots racking up ace scores. Packed with information previously unavailable in the west and only recently released from archives in Vietnam, this is the first major analysis of the exploits of Vietnamese pilots in the David and Goliath contest with the US over the skies of Vietnam.

The F-4 Phantom II was the USAF workhorse fighter-bomber for the Linebacker campaign, which eventually saw US forces withdraw from Vietnam 'with honour' in 1973. This book covers the F-4 attacks on numerous targets in North Vietnamese cities such as Hanoi and Haiphong, as well as its engagements with Vietnamese MiG-19s and MiG-21s hell-bent on defending the north from 'Yankee air pirates'. The USAF's only ace crew, which scored their five kills during 1972, is also covered in a book containing many detailed photographs, a large proportion of which haven't been published before.

The Vietnam war was the first conflict that saw extensive use of surface-to-air anti-aircraft missiles, and thus became a training ground for the tactics of this new type of battle. This Duel presents this story in the context of two of the main opponents: America's top fighter-bomber and the NVA's best anti-aircraft missile.

MiG-21 Units of the Vietnam War

Rolling Thunder 1965–68

Gray Ghosts

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Thud Ridge

Gradual failure : the air war over North Vietnam 1965-1966

Known to its pilots as the 'last of the gunfighters' due to its quartet of Colt-Browning Mk 12 20 mm cannon, the F-8 Crusader was numerically the most populous fighter in the US Navy at the start of America's involvement in the Vietnam conflict in 1964 – some 482 F-8C/D/Es equipped 17 frontline units. It enjoyed great success against North Vietnamese Mig-17s and Mig-21s during the Rolling Thunder campaign of 1965-68, officially downing 18 jets, which represented 53 per cent of all Mig claims lodged by Navy squadrons during this period.

Having honed their piloting skills on the subsonic MiG-17 and transonic MiG-19, the Vietnamese Peoples' Air Force (VPAF) received their first examples of the legendary MiG-21 supersonic fighter in 1966. Soon thrown into combat over North Vietnam, the guided-missile equipped MiG-21 proved a deadly opponent for the USAF, Navy and Marine Corps crews striking at targets deep into communist territory. Most of the VPAF's 12+ aces scored their bulk of their kills in the MiG-21, which was then the best fighter produced by Russia's premier fast jet manufacturer, Mikoyan Gurevich. Well over 200 MiG-21s

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were supplied to the VPAF, and the numerous models and the schemes they wore are chronicled in great detail in this unique volume.

USAF Rolling Thunder strike missions tactically assaulted North Vietnamese defenses, overcoming MiG fighter jets and SAM (surface to air) missiles to devastate North Vietnam's industrial base strategically. Despite its "F-for-fighter" designation, the F-105 was designed and purchased to give the USAF an aircraft for delivery of nuclear weapons at very high speed, long range and below-the-radar altitudes. When the Vietnam War began, it was the USAF's best available tactical bomber for a "limited conventional" war as well. From 1964 to 1968 it flew the majority of bombing missions against North Vietnam, performing an effectively "strategic" role in assaulting North Vietnam's industrial and military heartland. Thunderchief crews faced North Vietnamese MiG-17s and MiG-21s more often than any other US flyers. Large formations of F-105s came under frequent attack by MiG pilots, and the F-4 Phantom II escorts that were meant to protect them were not always in the right position to fend off the attackers. F-105 crews would then defend themselves using their internal 20

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mm cannon and occasionally AIM-9B Sidewinder missiles. Although their fighters were far larger, heavier and much less manoeuvrable than the adversarial MiGs, the F-105 pilots used speed and skill to down 27.5 MiG-17s - a tally in excess of that scored by USAF F-4 Phantom II crews in the same period between June 1966 and December 1967! In most cases the F-105 pilots concerned also succeeded in dropping their ordnance on targets during the same sorties.

Designed in the years following the Korean War and then manufactured for over 30 years starting in 1960, the A-6 quickly became the most capable attack aircraft in the US Navy's stable. The first squadron, VA-75, made its initial deployment directly into combat in south-east Asia in 1965, and, over the next eight years, ten US Navy and four Marine Intruder squadrons would conduct combat operations throughout Vietnam, Laos and Cambodia. After initial problems and a high loss rate, the type proved itself beyond all doubt as the Naval services' best night and foul-weather platform, particularly during the region's notorious monsoon season. The A-6 Intruder became a true classic of naval aviation over the skies of North Vietnam but the cost was high as 69 Intruders were

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lost in combat to all causes during the war. This work tells the complete story of these aircraft in combat during the Vietnam War.

MiG Killers of the Vietnam War, 1965-1973
F-105 Wild Weasel vs SA-2 'Guideline' SAM

The War in South Vietnam
A Chronology of U.S. Air Victories in
Vietnam 1965-1973

F-105 Thunderchief MiG Killers of the Vietnam
War Osprey Publishing

USAF Skyraider units were originally tasked to serve as quasi-training units for the fledgling VNAF. Equipped only with the two-seat models of the Skyraider, American pilots were required to have VNAF 'observers' in the aircraft for every mission. Eventually, this arrangement was changed as enough Vietnamese pilots were trained to man their own squadrons, while USAF squadrons were tasked with close support for US ground forces. Eventually, no fewer than four USAF and seven VNAF Skyraider units saw service in Vietnam. Additionally, one A-1 training squadron flew from Hurlburt Field, Florida, throughout the Vietnam War era. In the ten years that this squadron was active, nearly 1000 USAF and 300 VNAF pilots were trained in the Skyraider. While the core mission of all Skyraider squadrons was Close Air Support (CAS), other missions were accomplished at various times. Among these were Search and Rescue (SAR), night interdiction on the Ho Chi Minh trail, helicopter escort and special forces support to name but a few. Each of these missions took full advantage

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of the Skyraider's ability to deliver a variety of munitions in close proximity to friendly forces while inflicting heavy casualties on enemy forces

Presented here is the most complete photo collection of U.S. Air Force F-4 Phantoms and F-105 Thunderchiefs credited with aerial victories during the Vietnam era. Of the total one hundred-thirteen individual Phantoms and Thunderchiefs credited with aerial victories, the reader will discover photographs of one hundred and six of these historic aircraft. The reader will discover photographs of the only F-4 Phantom to down six MiGs. The jet flown by Captain Richard Steve Ritchie on 28 August 1972, when he distinguished himself by becoming the first Air Force ACE of the Vietnam War appear here. Also shown are the three Phantoms flown by Colonel Robin Olds in claiming four MiG kills. Accompanying each photograph is detailed information regarding the aircrews, units, call signs of the individual aircraft, primary weapon system used in destruction of the enemy MiG, and a short narrative regarding each air battle.

Thud Pilot is the personal account of a combat fighter pilot who flew the Air Force's premier fighter-bomber in the most dangerous skies over North Vietnam. In the first five years of the Vietnam War, the F-105 Thunderchief conducted 75 percent of the Air Force bombing missions over North Vietnam. Thud Pilot tells the story of the courageous men who flew the F-105 from its earliest combat deployment in 1964, and on through 1966, the year of its heaviest losses. The author's more significant missions, including his ejection and rescue over North Vietnam are described in detail and are accompanied by

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map drawings depicting the mission routes from take-off to refueling orbits, the target, and return. The book is full of several 'firsts' in the expanding air war over North Vietnam, including 'Operation Spring High,' the first counter Surface-to-Air-Missile (SAM) strike in the history of aerial warfare. The personal perspective from years of combat experience reveals just how the political mismanagement and inane Rules of Engagement made them as much the hunted as they were the hunters. Thud Pilot goes beyond the battle air space and shares the emotional impact on the families left behind.

MiG-21 Aces of the Vietnam War

MiG Killers

F-104 Starfighter Units in Combat

B-57 Canberra Units of the Vietnam War

USAF and VNAF A-1 Skyraider Units of the Vietnam War

Having learned their trade on the subsonic MiG-17, pilots of the Vietnamese People's Air Force (VPAF) received their first examples of the legendary MiG-21 supersonic fighter in 1966. Soon thrown into combat over North Vietnam, the guided-missile equipped MiG-21 proved a deadly opponent for the US Air Force, US Navy and US Marine Corps crews striking at targets deep in communist territory. Although the communist pilots initially struggled to come to terms with the fighter's air-search radar and weapons systems, the ceaseless cycle of combat operations quickly honed their skills. Indeed, by the time the last US aircraft (a B-52) was claimed by the VPAF on 28 December 1972, no fewer than 13 pilots had become aces flying the MiG-21. Fully illustrated with wartime photographs and detailed colour artwork plates,

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and including enthralling combat reports, this book examines the many variants of the MiG-21 that fought in the conflict, the schemes they wore and the pilots that flew them.

Facing the most formidably concentrated air defences in history, pilots of the F-105D flew against North Vietnamese targets day after day during the 43 months of Operation Rolling Thunder. Despite its limited maneuverability and the lack of self-sealing fuel tanks, which made it susceptible to combat damage, the 'bombers' shot down 27 MiG fighters in 1966 – 67. This book illustrates the importance of the Thunderchief in the Rolling Thunder campaign, including the pioneering suppression of enemy air defences (SEAD) methods developed by the F-105 'Wild Weasel' crews. Discussing the aircraft's strengths and weaknesses and using first-hand narratives, Peter Davies captures the essence of flying the 'Thud' against heavy defences, and describes the development of wartime tactics and the heroic accomplishments of a selection of its aircrew.

The A-10 was never a favourite amongst the USAF's senior staff, and prior to Iraq's invasion of Kuwait in 1990 they had attempted to transfer the aircraft to the US Army and Marine Corps. Reprieved from premature retirement, the A-10 would see combat in the Balkans during the mid-1990s and over Iraq in Operations Northern Watch and Southern Watch until Operation Iraqi Freedom began in 2003. Following the 11 September 2001 attacks in the United States, the Bush administration responded with the instigation of Operation Enduring Freedom. A-10 aircraft first entered

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the fray during Operation Anaconda in March 2002. During Anaconda four A-10s flying from Pakistan provided 21 straight hours of FAC (A)/CAS coverage. The untold story of the A-10 in Enduring Freedom will be explored and presented as never before through first hand interviews and photography from those involved, along with official military achieves. This title is the first of three planned covering the combat experience of the USAF's A-10 Thunderbolt II units. Follow-on volumes will examine the role of the Warthog during Operation Desert Storm and Operation Iraqi Freedom.

The Douglas A-3 Skywarrior, though something of a cult favourite, remains a largely unremarked classic of Naval Aviation. Built for nuclear weapon delivery, the A-3 made its name in Vietnam as a conventional bomber, tanker and Electronic Warfare platform. It was the largest aircraft ever regularly operated from the decks of aircraft carriers, earning it the fleet-wide nickname 'Whale'. It excelled in every mission area assigned to it and operated in the US Navy for more than four decades, from 1956 through to 1991. Fully illustrated to depict the incredible array of paint schemes and its awesome size, this volume focuses on the type's Vietnam service, which saw the aircraft briefly used as a bomber over both North and South Vietnam from March 1965, before the Skywarrior proved far more valuable as a multi-role tanker (KA-3B) and tanker/tactical jammer (EKA-3B). The title includes details on all of these operations as well as more clandestine reconnaissance missions, and provides information about the men that flew them.

A-6 Intruder Units of the Vietnam War

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MiG-17 and MiG-19 Units of the Vietnam War

USAF & VPAF in the Vietnam War

U.S. Navy and Marine Corps F-4 Phantoms

Sierra Hotel : flying Air Force fighters in the decade after Vietnam

This book draws us into the dangerous world braved by American and North Vietnamese airmen in the skies over Vietnam. Influential leaders and tacticians are profiled to provide a comparative evaluation of their contrasting skills. This book also reveals the technical specifications of each jet with an analysis of the weaponry, avionics and survival devices of the F-4 Phantom II as flown by the USAF and the MiG-21. The fighters' strengths and weaknesses are also compared, including turn radius, performance at altitude, range and structural integrity. First-person extracts reflect on the dangers of these aerial duels, as USAF pilots and their counterparts struggled to overcome each plane's shortcomings. The MiG-21 provided the backbone of frontline Arab air combat strength for many years and remained the Arabs' only real hope of challenging Israeli air supremacy. This book provides a detailed history of the MiG-21 in Egyptian, Syrian and Iraqi service. It includes numerous photographs, most of which have not been seen outside the Arab world and a large proportion of which have never previously been published anywhere. The material is drawn from official sources and from the private collections and recollections of men who flew, or met, these aircraft in combat.

World War II saw the development of the heavy bomber as a decisive weapon which, in sufficient numbers, could overcome defensive fighters and guns and lay waste to strategic targets. The addition of nuclear weapons to the

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bomber's armament made it even more formidable, and by the late 1940s, US planners saw the growth of a Soviet nuclear-armed bomber fleet as a terrifying threat to North American security. Conventional subsonic fighters with guns and free-flight air-to-air rockets would be incapable of reaching these incoming bombers in time to prevent even one from delivering a devastating nuclear attack. As a result, supersonic speed, long-range guided missiles and precise radar-based control of an interception became prerequisites for a new breed of fighters, beginning with the F-102. A massive research and development effort produced the F-102A '1954 Fighter', the J57 afterburning turbojet, its Hughes MX-1554 fire control system and, in due course, the Semi-Active Ground Environment (SAGE) radar and communications network that covered North America to guide its airborne defences. In service, F-102As also provided air defence in Europe with USAFE, in the Far East and in Southeast Asia, where they protected US airbases in South Vietnam and Thailand from air attack by North Vietnamese fighters and bombers and escorted B-52s and fighter-bombers on their attack sorties. This illustrated study from leading expert Peter E. Davis details the design, development, and deployment of the futuristic F-102, including its complex research program and role in Vietnam.

This is the story of a special breed of warrior, the fighter-bomber pilot; the story of valiant men who flew the F-105 Thunderchief 'Thud' Fighter-Bomber over the hostile skies of North Vietnam. From the briefing rooms to the bombing runs, Vice-Wing Commander Colonel Jack Broughton, recounts the tragedy and heartache, the high drama and flaming terror, the exhilaration and thrill of life on the edge. He relives the incredible feeling of high-

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speed, low-level sorties where SAM missiles, flak and MiGs were all in a day's work. The bravery of the pilots and their commitment to each other in times of extreme fear, crisis and catastrophe are highlighted by vivid, fast moving flying sequences. Thud Ridges is a fascinating and graphic memorial to the courage of the men, the power of their machines and their dedication to their mission.

A View from the Rock

Arab MiG-19 & MiG-21 Units in Combat

A Pilot's Account of Early F-105 Combat in Vietnam

F-102 Delta Dagger Units

The Hunter Killers

This new study of the sea-going Phantoms includes contributions from over a hundred aircrew and maintainers who were involved in the Phantom's success from the earliest service development flying to its twilight years in the Reserve units. There are personal accounts of MiG battles from more than a dozen MiG killers, first-hand descriptions of the F-4's introduction into combat with the Marines as a CAS and reconnaissance aircraft, memories of 'Bear' intercepts on Mediterranean cruises, narratives covering the aircraft's service into the 1980s, and much more. These voices are blended with a detailed technical and developmental description of the aircraft, supported by comprehensive appendices and over 450 photos in color and black and white.

At the height of the Cold War, America's most elite aviators bravely volunteered for a covert program aimed at eliminating an impossible new threat. Half never returned. All became

legends. From New York Times bestselling author Dan Hampton comes one of the most extraordinary untold stories of aviation history. Vietnam, 1965: On July 24 a USAF F-4 Phantom jet was suddenly blown from the sky by a mysterious and lethal weapon—a Soviet SA-2 surface-to-air missile (SAM), launched by Russian "advisors" to North Vietnam. Three days later, six F-105 Thunderchiefs were brought down trying to avenge the Phantom. More tragic losses followed, establishing the enemy's SAMs as the deadliest anti-aircraft threat in history and dramatically turning the tables of Cold War air superiority in favor of Soviet technology. Stunned and desperately searching for answers, the Pentagon ordered a top secret program called Wild Weasel I to counter the SAM problem—fast. So it came to be that a small group of maverick fighter pilots and Electronic Warfare Officers volunteered to fly behind enemy lines and into the teeth of the threat. To most it seemed a suicide mission—but they beat the door down to join. Those who survived the 50 percent casualty rate would revolutionize warfare forever. "You gotta be sh*#@ing me!" This immortal phrase was uttered by Captain Jack Donovan when the Wild Weasel concept was first explained to him. "You want me to fly in the back of a little tiny fighter aircraft with a crazy fighter pilot who thinks he's invincible, home in on a SAM site in North Vietnam, and shoot it before it shoots me?" Based on unprecedented firsthand interviews with Wild Weasel veterans and previously

unseen personal papers and declassified documents from both sides of the conflict, as well as Dan Hampton's own experience as a highly decorated F-16 Wild Weasel pilot, The Hunter Killers is a gripping, cockpit-level chronicle of the first-generation Weasels, the remarkable band of aviators who faced head-on the advanced Soviet missile technology that was decimating fellow American pilots over the skies of Vietnam.

The B-57 Canberra was the first jet-powered American attack aircraft committed to the Vietnam War. Involved in day-to-day interdiction missions as well as in classified "black" missions and a starring role in Operation Rolling Thunder; the B-57 evolved to become one of the most valuable weapons in the USAF inventory. The B-57E was involved in the Patricia Lynn missions, parts of which remain classified. This book also fully documents the role of the Australian Canberra B-20 in working alongside the B-57. Featuring scores of previously unpublished photographs; the story of the B-57 is the story of the Vietnam War. Meeting demand for small thermonuclear weaponry capable of penetrating Soviet defences, the F-105 evolved through many generations of prototype. This work includes technical detail balanced by facts and insider stories, missions, production, avionics, development, the people and the works. Johnson's air war over Vietnam

F-105 Thunderchief
MiG-17/19 Aces of the Vietnam War

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F-4 Phantom II vs MiG-21 Vietnam 1965-73

The F-105D Thunderchief was originally designed as a low-altitude nuclear strike aircraft, but the outbreak of the Vietnam War led to it being used instead as the USAF's primary conventional striker against the exceptionally well-defended targets in North Vietnam and Laos. F-105 crews conducted long-distance missions from bases in Thailand, refuelling in flight several times and carrying heavy external bombloads. The MiG-17 was the lightweight, highly manoeuvrable defending fighter it encountered most often in 1965–68 during Operation Rolling Thunder. A development of the MiG-15, which shocked UN forces during the Korean War, its emphasis was on simplicity and ease of maintenance in potentially primitive conditions. Fully illustrated with stunning artwork, this book shows how these two aircraft, totally different in design and purpose, fought in a series of duels that cost both sides dearly. United States Air Force in Southeast Asia. Documents the Air Force's support of the ground war in South Vietnam from 1965 to early 1968. Includes sections on the air campaign conducted during the Communists' siege of the Marine camp of Khe Sanh. Also contains several appendices, a glossary, and bibliographical notes.

RA-5C Vigilante Units in Combat

F9F Panther Units of the Korean War

USAF F-4 Phantom II MiG Killers 1972–73

**A-10 Thunderbolt II Units of Operation Enduring Freedom
2002-07**

The Rolling Thunder Campaign