

## **Bomber Pilot A Memoir Of World War II**

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MY WAR  
An Ace and His Angel

### **Life as a Ww2 Bomber Pilot**

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 Göring 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.

### **Look, Mom--I Can Fly!**

**\*A NATIONAL BESTSELLER!\*** The New York Post calls *The Last Fighter Pilot* a "must-read" book. From April to August of 1945, Captain Jerry Yellin and a small group of fellow fighter pilots flew dangerous bombing and strafe missions out of Iwo Jima over Japan. Even days after America dropped the atomic bombs on Hiroshima on August 6 and Nagasaki on August 9, the pilots continued to fly. Though Japan had suffered unimaginable devastation, the emperor still refused to surrender. Bestselling author Don Brown (*Treason*) sits down with Yellin, now ninety-three years old, to tell the incredible true story of the final combat mission of World War II. Nine days after Hiroshima, on the morning of August 14th, Yellin and his wingman 1st Lieutenant Phillip Schlambert took off from Iwo Jima to bomb Tokyo. By the time Yellin returned to Iwo Jima, the war was officially over—but his young friend Schlambert would never get to hear the news. *The Last Fighter Pilot* is a harrowing first-person account of war from one of America's last living World War II veterans.

### **Serenade To The Big Bird**

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. Plummeling 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.

### **Fighter Over Finland**

During Operation Desert Storm, Captain Keith Rosenkranz piloted his F-16 "Viper" in 30 combat missions. Here he recounts these experiences in searing, "you-are-there" detail, giving readers one of the most riveting depictions ever written of man and machine at war.

### **Bogeys and Bandits**

**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.

### **Thunderbolt**

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.

### **Luftwaffe Bomber Aces**

In this engaging book we see how an 18-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 by the U.S. 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 work 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 600-plus bombers to their targets. At the onset of his missions in the spring of 1943, B-17 crews were given a 50-50 chance of returning. Each of his raids were nerve-wracking forays into the unknown; with struggles to survive the damage to his plane due to flak and German fighter attacks, in order to bring his 10-man crew home, often wounded but still alive."

### **God was Our Pilot**

Flying a B-17 Flying Fortress with the Fifteenth Air Force out of Foggia, Italy, Lt. George H. Neilson describes the harrowing experiences of his twenty-eight combat missions as well as the ups and downs of life in the US Army Air Corps from enlistment to discharge (1943-45). Blending selections of his father's letters to home and memoirs he recorded a half century later with documented background history, the younger Neilson tells the saga of the son of a Boston widow as he confronts the rigors of pilot-officer training and combat service in the Mediterranean Theater of Operations during the final six months of World War II in Europe. George depicts the humorous and mundane sides of army life as well as the terror-filled moments during bomb runs over targets in Austria, Germany, Czechoslovakia, Poland, Yugoslavia, and Austria as anti-aircraft flak bursts battered the aircraft. Neilson's daily chronicles juxtapose moments when life and death hung in the balance, such as when he landed his crippled Fort in the Adriatic Sea, with the unexpected moments of splendor, such as when he dined in luxury on the Isle of Capri at a castle owned by the royal family of Italy. Flying in formation through clouds so thick that the plane thirty feet off his wing was invisible, George received the Distinguished Flying Cross for his ability as a skilled instrument pilot. He recounts youthful escapades on duty-free hours and the tales of life in Foggia's mud-bound tent city in the spur of Italy. It includes the stirring story of his visit to a

field hospital where his brother, a captain in the infantry, was recovering from a bullet wound incurred in the fighting in the Apennine Mountain campaign. Finally, the story tells of World War II's fiery end and how he unknowingly worked on the secret research project to develop the atomic bomb in a lab at MIT before enlistment. For the student of history and aviation and its role in the Allied victory over Hitler's nefarious Reich, this microhistory will not disappoint.

## **The Last Fighter Pilot**

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.

## **Jimmy Stewart**

"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 Johnen's successes were achieved against a 710-strong force of bombers. Johnen's further successes during Harris's subsequent Berlin offensive led to his promotion as Staffelfkapitan (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. Johnen's 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.

## **Bomber Pilot**

After completing a tour of duty (thirty-five missions) in B-17s, Bert Stiles transferred to a fighter squadron. Just four months later he was killed in action on an escort mission to Hanover, Germany, on November 26, 1944. Stiles' book was written in the period between his two tours. *Serenade to the Big Bird* portrays the tragedy of war, and specifically the loss to the world of a fine, sensitive, talented writer who had only a short time to prove his merit. He died at twenty-three.

## **Fighter Pilot**

This story was written by Herbert Brooks Hatch, Jr., one of America's living Fighter Pilot Aces from World War II. Hatch flew a P-38 with the 71st Fighter Squadron, 1st Fighter Group, out of Salsola, Italy. Except for a brief deployment to Corsica to cover the invasion of Southern France, he flew his 59 missions out of Foggia #3. He earned the Distinguished Flying Cross and the Air Medal with 11 Oak Leaf Clusters. In his first book, *An Ace and His Angel: Memoirs of a WWII Fighter Pilot*, Hatch writes of the heroes and hardships endured by veterans of the Army Air Force.

## **Dumb but Lucky!**

The B-26 Marauder was a formidable weapon in the campaign to defeat Hitler's armies, and, in the words of his first copilot, "Louis Rehr "was the best there was" flying it. This memoir, which benefits from forty years of research on the combat history of the B-26, contributions from comrades, and an extensive collection of rare photographs, describes Rehr's experiences, including five night-bombing missions he volunteered to fly in 1944 and accounts of attacks by Me-262 jets in late April of 1945. Rehr, a squadron commander with the 323rd Bombardment Group, earned 12 air medals, five battle stars, two Distinguished Flying Crosses, and the Croix de Guerre with Silver Star.

## **Marauder**

This is not only the story of one man's war, but of an aircraft - the Typhoon, or "Tiffy" as it was affectionately known - which the author describes as a "low-bred carthorse whose pedigree had received a sharp infusion of hot-headed sprinter's blood". He recounts his time as a young commander of a rumbustious New Zealand Air Force squadron, and later as the RAF's youngest Group Captain at the age of 25. His story includes conflict in the air over Normandy, Belgium, Holland and Germany, where the Typhoons fought their last actions and where Desmond Scott earned major decorations from Belgium, France and Holland.

## **Pathfinder Pioneer**

Follow along as the author relates his experiences from the time he enlists in the Army Air Force in 1942, thru training as an Aviation Cadet and finally as the pilot-in-command of a B-17 Flying Fortress as the 8th Air Force mounts its attack against Hitler's Germany. Enjoy moments of humor, live incidents of aviation suspense and

feel the sorrow of tragic times.

## **Loud and Clear**

The Luftwaffe excelled at ground attack and in doing so helped revolutionised modern warfare. Whether flying in support of panzer columns during the invasion of Poland and the destruction of France, deployed against British airfields and cities, sent against Soviet tanks, or thrown into the defence of the Reich, Germany's bomber and dive-bomber pilots wrought havoc across the face of Europe during the Second World War. Mike Spike, author of a number of acclaimed books on fighter pilots, now turns his attention to outstanding ground-attack pilots. He outlines the Luftwaffe's revolutionary tactics, first tested during the Spanish Civil War, and highlights individual techniques and methods used against specific types of target. Biographical sketches of the leading bombers many of whom were awarded the Knight's Cross allow an insight into the diverse career and backgrounds of Luftwaffe personnel and outline just what it took to be a successful bomber pilot. First-hand accounts add gripping drama to the narrative, and give an unsurpassed appreciation of just what it was like to dive-bomb, come under attack by fighters or brave a barrage of anti-aircraft guns.

## **Bomber Pilot**

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.

## **30 Plus 1**

## **Memoirs Of A Flying Tiger: The Story Of A Wwii Veteran And Sia Pioneer Pilot**

A vivid and insightful account of the early World War Two air war from a bomber pilot's perspective.

## **A Luftwaffe Bomber Pilot Remembers**

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

## **Never Call Me a Hero**

" 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.

## **Bomber Boy**

Second lieutenant Dick Curtis arrived in Italy in May 1944—twenty years old and part of a shipment of P-51 Mustang fighter pilots so desperately needed that they were rushed into combat with less than thirty hours of flight time in their new high-performance aircraft. Six of the twelve pilots assigned to the 52nd Fighter Group were shot down in the first two weeks. By his ninth mission, Curtis was the only one still flying. A maverick, he barely escaped court-martial with his high-flying antics. Escorting bombers sent to pound heavily defended oil fields was risky enough, but strafing the enemy supply lines, ports, and airfields was even more dangerous. Curtis may chalk up his success to dumb luck, but these missions took exceptional skill and courage. This hair-raising account captures the air war in all its split-second terror and adrenaline-pumping action. From the Paperback edition.

## **Mosquito Down!**

Jay E. Riedel was born 19 November 1939 in Freeport, Long Island, New York, and received his Bachelor of Arts Degree in Mathematics from the University of Buffalo, Buffalo, New York, and his commission as a Second Lieutenant through AFROTC in July 1961. Colonel Jay E. Riedel retired 1 April 1992 after thirty years of active service to his country. His last assignment was Senior Air Force Representative to the United States Army Infantry, Ft. Benning, Georgia. Memories of a Fighter Pilot is a collection of as many of his personal recollections as he can remember that would be of a significant interest to most readers. They are as accurate as he remembers them. Many will make you laugh, some will water your eyes, and some will have you gripping your chair with white knuckles. "I have experienced many of life's ups and downs, and I hope all who read of these episodes will be entertained, yet glean some information that may be of use in their own lives. It was quite a ride." Foreword by General Chuck Horner.

## **Flying Without Wings**

Soviet bombers played a vital role in defeating the Germans on the Eastern Front, yet their contribution is often forgotten. This graphic memoir should help to set the record straight. The author, a leading Soviet bomber pilot who flew throughout the conflict, tells his story from the desperate days of the German assault in 1941 to

the point where Germany was invaded and the Nazis were destroyed. He gives a vivid account of his experiences during over 300 bombing missions in the dangerous skies over Russia, the Ukraine, Poland and Germany. His story is compelling reading. AUTHOR: Colonel General Vasily V. Reshetnikov was born in 1919 and joined the Soviet Air Force after serving in the Komsomol, the youth section of the Communist Party. During the Second World War, as a member of a long-range bomber regiment, he flew 307 missions. He was honoured as a hero of the Soviet Union in 1943. He continued his air force career after the war, rising to become a senior commander. Between 1969 and 1980 he was Commander of the Long-Range Air Force and from 1980 to 1986 he was Deputy Commander-in-Chief of the Air Force of the Soviet Union. b/w photos

### **Mustang Ace**

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

### **Memories of a Fighter Pilot**

### **Viper Pilot**

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.

### **Typhoon Pilot**

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.

### **From F-4 Phantom to A-10 Warthog**

"Valuable insights of the flying environment that earmarked this first war of extensive use of jet combat aircraft." --Col. Joe McCue, USAF (Ret.), Air Power History Action-packed memoir by an American pilot and squadron commander in the Korean War What it was like to fly the F-80 Shooting Star against MiGs and ground targets Author flew 112 combat missions in five major campaigns in 1950-51 "Bully Able Leader" was the author's radio call sign

### **Vipers in the Storm: Diary of a Gulf War Fighter Pilot**

"In December 1943, Eisenhower was Supreme Commander of Allied forces in Europe with General Carl Spaatz in command of all US Army Air Force. In January 1944, M/G James Doolittle replaced M/G Ira Eaker to lead the Eighth Air Force. The air battle strategy scenario soon changed. Air strategy at the Casablanca Conference was to take out the Luftwaffe before D-Day. The modified P-51 was now one had in good numbers. Doolittle made a key decision to turn his fighters loose. They would no longer fly with bomber formation but now in fighter sweeps to hit Luftwaffe installations and destroy Luftwaffe fighters as they formed for the intercept. Spaatz and Doolittle prayed for one week of good weather in which massive bomber raids could be launched to flush out get German fighters. During that week, five such bomber attacks attacked key targets. It worked, but at high cost to both sides. Eighth Air Force, Fifteenth Air Force and the RAF lost 369 aircrafts, but the Luftwaffe Fighter Command lost an estimated two thirds of its strength. The Luftwaffe did not show up on D-Day except for a few furtive attacks on the beachheads. The battle for air supremacy was won by the Allies and the progressive decline of the Luftwaffe ensued thereafter. The book will provide insight into a pilot's mind who flew such missions and try to give the reader not only the historic background, but a sense of what it must have been like to fly such missions"--

### **The War of the Cottontails**

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.

### **The Man Who Flew the Memphis Belle**

Every successful man has learned from past mistakes; every generous humanitarian started with a decision to give the first gift. Irvin Wilhite, honored by thousands, is both successful and generous. This is his story. My parachute hadn't been repacked since we left Miami--and we'd given the job of cleaning our room to Italian POW's in Eritrea. I had used it as a pillow, so I was really worried about it opening properly. I remembered all this just as I jumped out into the dark. Pulling the metal ring to open my 'chute, the ring came loose in my hand. I thought wryly, "Yeah, just like I suspected. Those Italian prisoners must have messed with it." I fell faster and faster through the night air, knowing that without an open parachute, I would not survive. I braced myself for the inevitable.

### **Fighter Pilot**

A recently retired Israeli Air Force general and its second-highest-scoring fighter ace, Iftach Spector is one of Israel's living legends. He was the leader of the flight that attacked the USS Liberty in 1967. After the 1967 and 1973 wars, in which he commanded a squadron of fighter-bombers, he rose to head the IAF's Training and War Lessons Section and later became its the Chief of Operations. He was one of the eight Israeli pilots who attacked Saddam Hussein's nuclear reactor at Osirik in 1981. In 2003, his career took an even more dramatic turn: he was the senior signatory of the famous "Pilots' Letter," in which Spector and 27 other Israeli pilots stated their refusal to bomb targets in Palestine where collateral damage would likely be severe. His maverick conscience is well on display in this artfully written memoir, which is currently a 10-week-and-counting bestseller in Israel and has been licensed in Brazil as well. The son of a family that immigrated to Palestine at the turn of the 20th century, whose father and mother served in the Palmach,

Israel's early clandestine commando force, Spector has written a rich and reflective meditation on loyalty, on what is right and wrong in war, and on his dedication to the idea and reality of the state of Israel. The Pilots' Letter ended Spector's military career, but also made him one of the most compelling and celebrated defenders of the conscience of the Jewish state. In that battle, as in his previous battles against Nasser's MiGs, his mother's constant lesson to him sustained him: "All from within." General Spector's first book, *A DREAM IN BLACK AND AZURE* (1992; never translated into English), won the Sade Literary Award, given to him personally by Prime Minister Yitzhak Rabin. He has a B.A. in history and Middle East Studies from Tel Aviv University and a masters in political science from UCLA, both with honors.

### **Memoirs of a Stuka Pilot**

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.

### **Bomber Pilot on the Eastern Front**

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

### **Bully Able Leader**

Frank Dell's experience as a Second World War pilot with the Royal Air Force's Light Night Striking Force takes an even more dramatic turn when his Mosquito is shot down over Germany on the night of 14/15 October 1944. In *Mosquito Down* Frank recounts his escape from the disintegrating aircraft, his descent by parachute, and how, battered and bruised, he finds himself in a field adjacent to a German V2 rocket launch pad. Determined to avoid capture Frank crosses Nazi Germany and finds refuge in Holland with a Dutch Resistance group. A schoolboy when the conflict broke out, Frank Dell's extraordinary war takes him from a Home Guard unit defending the English coast against enemy invasion in 1940, to a tragic incident leading to the execution of Dutch civilians only weeks before the end of the hostilities. Frank's observant eye gives insight into what it is like to train and fly operationally with RAF Bomber Command, followed by the even greater challenges he confronts as he narrowly escapes capture while on the run from the Germans. Through compelling narrative Frank Dell shares his unique story with honesty and candor, finding humor and camaraderie. He emerges from his traumatic experiences with heightened respect for the courageous Dutch families who risked death to shelter him and other Allied airmen.

### **Duel Under the Stars**

A veteran navy fighter pilot chronicles the training of a class of eight men and women learning to fly the FA-18 Hornet.

## **A Bomber Pilot'S Story**

### **MY WAR**

“Well-written and holds the reader’s attention . . . an engaging book and a rare personal view of flying one of the most iconic aircraft of WWII.” —Firetrench After recounting his early days as a naval cadet, including a voyage to the Far East aboard the cruiser Köln and as the navigator/observer of the floatplane carried by the pocket battleship Admiral Scheer during the Spanish Civil War, Helmut Mahlke describes his flying training as a Stuka pilot. The author’s naval dive-bomber Gruppe was incorporated into the Luftwaffe upon the outbreak of war. What follows is a fascinating Stuka pilot’s-eye view of some of the most famous and historic battles and campaigns of the early war years: the Blitzkrieg in France, Dunkirk, the Battle of Britain, the bombing of Malta, North Africa, Tobruk, and Crete, and, finally, the invasion of the Soviet Union. Mahlke also takes the reader behind the scenes into the day-to-day life of his unit and brings the members of his Gruppe to vivid life, describing their off-duty antics and mourning their losses in action. The story ends when he himself is shot down in flames by a Soviet fighter and is severely burned. He was to spend the remainder of the war in various staff appointments. “An engaging, engrossing and exceptionally informative book. A worthy addition to any military enthusiast’s library and is unhesitatingly and heartily recommended.” —Aviation History

### **An Ace and His Angel**

This is the extraordinary story of a poor Tennessee farm boy growing up during the depression of the 1930's who longed to be a pilot. His dream was realized when he enlisted in January 1941 as an aviation cadet and, despite being terminated from the basic training program in a disciplinary action, he ended up as a liaison pilot instead as a "flying sergeant." In New Guinea he flew observation in an unarmed piper cub for the 218th heavy Field Artillery Battalion, earning the Silver Star, the Soldier's Medal, the Distinguished Flying Cross, and promotion to second Lieutenant. With the ingenious help of his flight surgeon friend, he was transferred to the 43rd Bombardment Group, the 65th Bombardment Squadron of the Fifth Air Force. He flew 32 missions in B-24 four engine bombers without regular pilot's wings, a feat unequaled in World War II. When Lieutenant Guy was sent home with injuries in December 1944, his superior officers in New Guinea notified Lieutenant General Henry (Hap) Arnold, Commandant of the United States Air Force, about his remarkable story. General Arnold summoned Guy to the Pentagon to have his wings pinned on him by an aide. Guy stayed in the US Air Force for a total of 26 1/2 years, retiring as a Lieutenant Colonel, with chief command pilot's wings. Throughout his career he "bucked the system," defying colonels and generals when he thought he was right, and they were wrong. I have told his story from boyhood to retirement, recounting experiences that appear unbelievable. With World War II veterans dying by the thousands on a daily basis, I felt it was important to tell my husband's unique story while he is still alive, depending upon taped interviews, personal recollections, and his official military records. Dr. Milton Gusack, a flight surgeon with the 43rd Bomb Group, commented: "I loved the book.

It is classic Kelly, showing he was a combination of guts, capability, loyalty and stubbornness. This story is a truthful revelation about warfare and how the American spirit was able to survive the most horrible experiences and still maintain a sense of humor." Dr. Ken Wolf, Murray State University history professor said: "Kelly made me think of Forest Gump: Placed in unusual situations, he was unphased by meeting celebrities and persisted in achieving the impossible." Even back in 1958, a writer for the Olmsted AFB newsletter in Pennsylvania wrote a feature about Kelly in the war. Hal L. Eustace, chief of Advertising and Publicity, sent a copy of the story to Tinker AFB where Kelly had been stationed, with a letter stating: "This is one of the most unusual stories that I ever ran across in the service."

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