

# First Of The Few Fighter Pilots Of The First World War

**Death's Men** Denis Winter 2014-10-23 *Death's Men* is the classic bestselling story of the First World War as told by the soldiers themselves - reissued for the 2014 Centenary. Millions of British men were involved in the Great War of 1914-1918. But, both during and after the war, the individual voices of the soldiers were lost in the collective picture. Men drew arrows on maps and talked of battles and campaigns, but what it felt like to be in the front line or in a base hospital they did not know. Civilians did not ask and soldiers did not write. *Death's Men* portrays the humble men who were called on to face the appalling fears and discomforts of the fighting zone. It shows the reality of the First World War through the voices of the men who fought. 'A raw, haunting read that puts you directly into the shoes of the men who rushed to volunteer at the start of the war' Guardian 'An engrossing view of what it was like to live in the trenches, go on leave, get wounded, et cetera, and features voice after voice from the ranks' Telegraph Denis Winter was born in 1940 and read history at Pembroke College, Cambridge. *Death's Men* was first published in 1978, to critical and popular acclaim. This was followed by his book *The First of the Few: Fighter Pilots of the First World War*.

**The Red Baron** Norman Franks 2016-10-14 A pictorial history of the infamous German World War I air force pilot, by the author of *Dieppe: The Greatest Air Battle*. There are numerous books covering the life of Rittmeister Manfred Freiherr von Richthofen, and he has remained at the forefront of World War I studies. In commemoration of one hundred years since the beginning of the war, author Norman Franks introduces a new collection of photographs covering the entire span of von Richthofen's war (most of which will have been seen but spread over a variety of literature about First World War flying), consolidated in one book. In the time since the release of Franks earlier titles on a similar theme, a constant trickle of new information has filtered down to him. Although none of it specifically challenges the conclusions

drawn in earlier publications, in consolidating them here, he's been able to preserve some significant notes of interest. Following several visits to Belgium and Northern France, Franks has managed to acquire additional images, illustrating the places in which the Red Baron lived and fought between 1916 and 1918. This collection covers the entire span of von Richthofen's recorded history in pictures, some new and lesser known, some iconic and widely circulated, and all housed here under one roof for the very first time. "If you are a Red Baron fan, this book is a must-have. Even if you are new to the topic, the text provides an excellent introduction to his career." —The Miniatures Page "In summation, *The Red Baron: A History in Pictures* is recommended." —Over the Front *Horses Don't Fly* Frederick Libby 2000 "From breaking wild horses in Colorado to fighting the Red Baron's squadrons in the skies over France, here in his own words is the true story of a forgotten American hero: the cowboy who became our first ace and the first pilot to fly the American colors over enemy lines. Growing up on a ranch in Sterling, Colorado, Frederick Libby mastered the cowboy arts of roping, punching cattle, and taming horses. Once he even roped an antelope. As a young man he exercised his skills in the mountains and on the ranges of Arizona and New Mexico as well as the Colorado prairie. When World War I broke out, he found himself in Calgary, Alberta, and joined the Canadian army. In France, he transferred to the Royal Flying Corps as an "observer," the gunner in a two-person biplane. Libby shot down an enemy plane on his first day in battle over the Somme, which was also the first day he flew in a plane or fired a machine gun. He went on to become a pilot. He fought against the legendary German aces Oswald Boelcke and Manfred von Richthofen. He became the first American to down five enemy planes and won the Military Cross for conspicuous gallantry in action. When the United States entered the war, he became the first person to fly the American colors over German lines. Libby achieved the rank of captain before he transferred back to the United States

at the behest of another aviation legend, then-colonel Billy Mitchell. Written in 1961 and never before published, *Horses Don't Fly* is a rare piece of Americana. Libby's memoir of his cowboy days in the last years of the Old West will remind readers of Cormac McCarthy's *Border Trilogy*-but it's the real thing. His description of World War I combines a rattling good account of the air war over France with captivating and sometimes poignant depictions of wartime London, the sorrow for friends lost in combat, and the courage and camaraderie of the Royal Flying Corps. Told in a modest, self-deprecating, and often humorous voice in a pure American vernacular, *Horses Don't Fly* is, as Winston Groom notes in his introduction, "not only an important piece of previously unpublished history [but] a gripping and uplifting story to read."

No Empty Chairs Ian Mackersey 2012-05-10 The 1914-18 conflict narrated through the voices of the men whose combat was in the air. The empty chairs belonged, all too briefly, to the doomed young First World War airmen who failed to return from the terrifying daily aerial combats above the trenches of the Western Front. The edict of their commander-in-chief was the missing aviators were to be immediately replaced. Before the new faces could arrive, the departed men's vacant seats at the squadron dinner table were sometimes poignantly occupied by their caps and boots, placed there in a sad ritual by their surviving colleagues as they drank to their memory. Life for most of the pilots of the Royal Flying Corps was appallingly short. If they graduated alive and unmaimed from the flying training that killed more than half of them before they reached the front line, only a few would for very long survive the daily battles they fought over the ravaged moonscape of no-man's-land. Their average life expectancy at the height of the war was measured only in weeks. Parachutes that began to save their German enemies were denied them. Fear of incarceration, and the daily spectacle of watching close colleagues die in burning aircraft, took a devastating toll on the nerves of the world's first fighter pilots. Many became mentally ill. As they waited for death, or with luck the survivable wound that would send them back to 'Blighty', they poured their emotions into

their diaries and streams of letters to their loved ones at home. Drawing on these remarkable testimonies and pilots' memoirs, Ian Mackersey has brilliantly reconstructed the First Great Air War through the lives of its participants. As they waited to die, the men shared their loneliness, their fears, triumphs - and squadron gossip - with the families who lived in daily dread of the knock on the door that would bring the War Office telegram in its fateful green envelope.

**Wings of War** C. Mellor 2013-03 Two first accounts by early aviators This special Leonaur 'good value' edition contains two accounts of the early days of powered flight. The first book, written just before the outbreak of the First World War, describes in depth the training of French military pilots up to the point where they are qualified. It contains much of historical interest and the process is explained, in considerable detail, from the trainee pilot's viewpoint as he grappled to master his machine. His numerous errors and how the aircraft performed as they were made are elaborated. The author came into contact with several types of aircraft and he describes the characteristics, performance and mechanics of each. So this book provides essential insights into the practicalities of being a fighter pilot in the imminent conflict. The second work is by a British pilot who was fully engaged in the air war over France. He was shot down and captured by the 'Bosch,' he escaped and was again captured, and he underwent many other adventures before finally returning to his homeland. Accounts of pilots and aviation from the pioneer days of flying are comparatively few in number and these two short first hand narratives, essential reading for students of the subject, would have been unlikely to see republication as individual books. Leonaur editions are newly typeset and are not facsimiles; each title is available in softcover and hardback with dustjacket; our hardbacks are cloth bound and feature gold foil lettering on their spines and fabric head and tail bands.

*A Fighter Pilot's Call to Arms* Stanislav Fejfar 2010-07-13 The World War II memoir of a Battle of Britain fighter ace who escaped Czechoslovakia to serve in France and with the RAF in England. Stunned into action by the rapid collapse of his country in 1938, Czech pilot

Stanislav Fejfar escaped and traveled through Poland to serve initially with the French Foreign Legion, then as a sous-lieutenant with the French air force in early 1940. After the demise of that country, he fled to England in July 1940 to join the RAF. Posted to 310 Squadron, he saw much feverish action and he rapidly became an ace during the Battle of Britain but was to lose his life on 17 May 1942, shot down over Boulogne flying his beloved Spitfire. Until recently it was not known that throughout his short career, Stanislav kept a full day-by-day diary which has been translated by Henry Prokop and is the basis for this book. Augmented by the diligent research of Norman Franks and Simon Muggleton in unearthing previously unpublished combat reports, letters and other articles of memorabilia, together with their annotated comments, this is an extremely valuable and moving account by a man who gave his life defending freedom. A book which will be sought out by anyone interested in the history of the Battle of Britain.

**Eagles Rampant Rising** Charles J. Biddle 2013-12 Life and death in the skies above the battlefields of France There are few books written by the dauntless young pilots who fought the first real war of the air when powered aircraft bombed, strafed, observed or fought in life or death dogfights over the battle lines. This special Leonaur edition contains two riveting accounts of the early conflict in the clouds by American pilots who flew for the allied cause. Charles Biddle volunteered to join the French Foreign Legion and became a member of the Aviation Division. In the course of the war he flew with the French Escadrille N. 73, the internationally famous Lafayette Escadrille and then, as the United States of America joined the allied fight in 1917, with the 13th Aero Squadron and the 4th Pursuit Group. Biddle's book is partnered here by an account, edited by his brother Kermit and with letters, of the wartime experiences of Quentin Roosevelt, son of Theodore Roosevelt. Quentin joined the United States Army Air Service, first in a reserve squadron and ultimately in the 95th Aero Squadron serving in France. While flying his Nieuport 28 aircraft, Roosevelt was shot down and killed in July 1918 during combat with German aircraft, four months before the end of

the war. These are thrilling accounts flyers at the sharp end of war and are an invaluable addition to the libraries of everyone interested in air combat. Leonaur editions are newly typeset and are not facsimiles; each title is available in softcover and hardback with dustjacket; our hardbacks are cloth bound and feature gold foil lettering on their spines and fabric head and tail bands.

**Oswald Boelcke** R.G. Head 2016-08-05 This biography of the pioneering WWI flying ace who mentored the Red Baron is "fascinating . . . [it] captures combat aviation at its inception" (MiG Sweep: The Magazine of Aviation Warriors). With a total of forty victories, Oswald Boelcke was Germany's first ace in World War I—and a century later he remains a towering figure in the history of air warfare, renowned for his character, inspirational leadership, organizational genius, development of air-to-air tactics, and impact on aerial doctrine. Paving the way for modern air forces across the world with his pioneering strategies, Boelcke had a dramatic effect on his contemporaries. The famed Red Baron's mentor, instructor, squadron commander, and friend, he exerted a tremendous influence upon the German air force. He was one of the first pilots to be awarded the famous Pour le Mérite, commonly recognized as the "Blue Max." All of this was achieved after overcoming medical obstacles in childhood and later life with willpower and determination. Boelcke even gained the admiration of his enemies: After his tragic death in a midair collision, Britain's Royal Flying Corps dropped a wreath on his funeral, and several of his captured foes sent another wreath from their German prison camp. His name and legacy live on, as seen in the Luftwaffe's designation of the Tactical Air Force Wing 31 "Boelcke." This definitive biography reveals his importance as a fighter pilot who set the standard in military aviation.

**The Few** Dilip Sarkar 2009-09-15 The history of the Battle of Britain in the words of the pilots from a unique archive of first hand accounts. **Spitfire!** Brian Lane 2009 The remarkable Battle of Britain experiences of Spitfire pilot Brian Lane, DFC. Brian Lane was only 23 when he when he wrote his dramatic account of life as a Spitfire pilot during the Battle of Britain in the

summer of 1940. Lane was an 'ace' with six enemy 'kills' to his credit and was awarded the DFC for bravery in combat. The text is honest and vibrant, and has the immediacy of a book written close to the event, untouched, therefore, by the doubts and debates of later years. Here we can read, exactly what it was like to 'scramble', to shoot down Messerschmitts, Heinkels, Dorniers and Stukas and how it felt to lose comrades every day. Squadron Leader Brian Lane DFC was not only an exceptional fighter pilot but likewise a gifted leader, at all levels. In what was still a hierarchical and class conscious culture, 'Chiefy' Lane was different: he knew everyone under his command by first names, no matter how lowly their rank or status, and in the air he was always unflappable, calmly making the right tactical decision and in the process earning unlimited respect amongst pilots and aircrew. All these years later the survivors still speak of him with an unparalleled affection and respect bordering upon a holy reverence. High drama has never before been so characteristically understated, written, as it was, by the 'Finest of the Few'.

**Fighter Commands Air War, 1941** Norman Franks 2016-10-14 An extensive history of the Royal Air Force's Circus offensive against Nazi Germany in World War II, by the author of *Jasta Boelcke*. Following the Battle of Britain, the RAF started taking the air war to the Germans. A small number of bombers, escorted by large numbers of fighters, tried to force the Luftwaffe into battle. Much air combat ensued, but it was not until Germany invaded Russia in June, 1941, that operations were stepped up in an effort to take pressure off Stalin's Russian Front. Two major German fighter groups, JG26 and JG2, were, however, more than able to contain the RAF's operations, generally only intercepting when conditions were in their favor. As author Norman Franks describes, over-claiming combat victories by pilots of both sides is amazing, and several of the top aces had inflated scores. Fighter Command, however, lost massively even though they believed they were inflicting equal, if not better, losses on the Luftwaffe. This battle of attrition was virtually a reverse of the 1940 battles over England, and pilots who had to bail out over France, were lost completely. The book covers the 100+ Circus operations and their

accompanying fighter sweeps in detail, while also mentioning lesser operations where the RAF were concerned. The tactics employed by both sides are examined and show how each fighter force quickly adapted to changing conditions tempered by experiences gained in air combat.

**Red Baron: The Life and Death of an Ace** Peter Kilduff 2012-04-01 The classic bestselling autobiography of the most successful fighter pilot of the First World War. This is the memoir of the undisputed top gun of World War I's aerial war, Captain Manfred von Richthofen, who shot down 80 Allied aircraft. Originally published in German in late 1917 as *Der Rote Kampfflieger* (The Red Air Fighter), it was a runaway bestseller. The English language edition followed in 1918 without any official deal with the German publishers as it was argued that Richthofen's accounts of combat against the Allied air force aircraft provided valuable intelligence to use against the enemy. Originally a cavalryman, Manfred transferred to the Imperial German Army Air Service in May 1915 and quickly distinguished himself as a fighter pilot. During 1917 he became leader of Jagdgeschwader 1. It was better known as the "Flying Circus" because of its aircraft's bright colors and because the squadron moved like a traveling circus, from place to place as a self-contained unit so that it appeared wherever the fighting was the thickest. It would be operating at Verdun one week only to be north of Arras the next. A few days later, it would be down on the Somme. Richthofen was a brilliant tactician, although his *modus operandi* was as simple as it was deadly. Typically, he would dive from above to attack with the advantage of the sun behind him (the victim would not see him coming, blinded by glare), with other pilots of his flying circus covering his rear and flanks. By 1918, he was regarded as a national hero in Germany and held the country's highest honor, the "Blue Max." Richthofen was well-known in the Allied countries and a respected advisor of military aviators. Newly illustrated with twenty-one contemporary images. Includes many of the Red Baron's eighty combat reports, contemporary interviews with a selection of his surviving victims, and an extra chapter on the death in combat of von Richthofen.

**Fighter Pilot's Summer** Norman L. R. Franks

1993 A sequel to *Fighter Pilot*, which told of Paul Richey's experiences during the first few months of World War II, this book deals with the rest of his war experiences. It includes original documentation and research material, plus original photographs.

**Aircraft Versus Aircraft** Norman Franks 1998

As soon as the first aeroplane had proved its value in war it became a target, and the fighter pilot was born. This book tells the story of the men and the aircraft in which they fought, from the rudimentary beginnings of tactics to the sophisticated technology of the present day. Using diagrammatic paintings and pinpoint line artwork, the author illustrates the often complex manoeuvres of air combat, and tells the stories of fighter aces such as Baron von Richthofen, Albert Ball, Saburo Sakai, "Sailor" Malan and Joseph McConnell. The book includes strategy and tactics from World War I, World War II, Korea, Vietnam, Falklands and the Gulf.

**Mustang the Inspiration** Philip Kaplan

2013-02-19 If it looks right, it will probably fly right a tired old saying among airmen, but one that persists. Think if you will of the handful of aeroplanes that most people would probably agree are the best-looking examples of all. The list is short but distinguished and the proof is in the enthusiastic common view of most pilots who have flown them for nearly all, it was love at first sight and first flight. For most that little list includes the Vickers-Supermarine Spitfire, the Douglas DC-3, the Hawker Hunter, the Lockheed Constellation, the Concord, and the North American Mustang. Of these, the Spitfire and Mustang stand out and remain extra special to the majority of pilots who have been privileged to fly them. One common thread exists among those who have experienced both of these fine machines; an opinion that seems to hold up even after a lifetime of flying the best the aviation design community has created. While the Spitfire may have a slight edge in light-touch handling, if I have to go to war in one type, I'll take the Mustang every time. This comprehensive account of the Mustang aircraft charts the operational history of the craft and also relays a the personal stories and experiences of the men who flew the 'Cadillac of the skies' as it has been described. A vivid and enthralling history set to appeal to aviation enthusiasts looking for more

than just a mere operational history of the Mustang's exploits.

**Great War Fighter Aces 1916 - 1918** Norman Franks 2017

By the close of 1916, the air war over France was progressing amazingly. The Royal Flying Corps, the French Air Force and the opposing German Air Service, were all engaged in fierce aerial conflict and the Allied air forces were following a particularly successful if aggressive policy. They were taking the war to the Germans by constantly crossing the massive trench system that stretched from the North Sea to the Swiss border. With observation and bombing aircraft requiring constant protection from the German fighter Jastas, the fighter aces on both sides soon gained publicity and fame as a result of their daily engagements. This book explores the many ways in which fighter pilots developed tactics in order to outdo the opposition in the fight for allied victory. In so doing, they achieved high honors on account of their prowess in the skies. It also looks at the development of militarized flight during the course of these key years, revealing how each side constantly endeavored to improve their aircraft and their gunnery. By early 1918 the Americans were also starting to take part in the war against Germany, and any number of US citizens were joining both the French Air Service as well as manning their own Aero Squadrons. This publication covers the development of American air combat, whilst also recording the efforts of some of their ace pilots flying both British and French aircraft with precision and skill.

*The Royal Air Force During the World Wars*

Charles River Charles River Editors 2018-03-22

\*Includes pictures \*Includes accounts of fighting

\*Includes online resources and a bibliography for further reading One of the most important breakthroughs in military technology associated with World War I, and certainly the one that continues to capture the public imagination, was the use of airplanes, which were a virtual novelty a decade before. While the war quickly ground to a halt in its first few months, the skies above the Western Front became increasingly busy. The great powers had already been acquiring aircraft for potential uses, but given that aerial warfare had never been a major component of any conflict, it's understandable

that few on either side had any idea what the planes were capable of doing. Furthermore, at the start of the war, all sides' aircraft were ill-equipped for combat mostly because the idea that planes might somehow fight was still a novel one, and the adaptations had not yet been developed that would allow the aerial battles later in the war. The Royal Air Force (RAF), Britain's legendary air arm, was born in the skies above the First World War. The British had previously used balloons for spotting and reconnaissance for decades, and in the years leading up to the war, planes started seeing military use. They mostly provided reconnaissance, though experiments were made in using them offensively. During the Boer War of 1899-1902, the British Army used the crews of helium-filled balloons to plot and help target artillery fire. But these were small, tentative steps. The first patent to fit a machine gun to a plane, taken out in 1910, had not yet led to active fighting vehicles, and there was no doctrine, no tactics, and no combat between massed air fleets. That changed during World War I, as the skies above the Western Front became the crucible in which the preceding fragments of aerial warfare were smelted in the white hot heat of war. For the British, this meant the creation of a large and unified flying force which by 1918 would become the RAF. A generation later, the RAF would get the lion's share of the credit for preventing Nazi Germany from conquering Britain in World War II. With the comfort of hindsight, historians now suggest that the picture was actually more complex than that, but the Battle of Britain, fought throughout the summer and early autumn of 1940, was unquestionably epic in scope. The largest air campaign in history at the time, the vaunted Nazi Luftwaffe sought to smash the RAF as a prelude to German invasion, leaving the British public and its pilots engaged in what they believed was a desperate fight for national survival. That's what it looked like to the rest of the world too, as free men everywhere held their breaths. Could these pilots, many not yet old enough to shave, avoid the fate of Poland and France? The fate of the free world, at least as Europe knew it, hung in the balance over the skies of Britain during those tense months. Of course, the RAF was also instrumental in other

ways during the war. The RAF supported Allied forces all over the world, from Norway to Burma to Tunisia, and the RAF conducted devastating bombing campaigns against German industry and cities. In the end, the Allies emerged victorious, even as Britain fell behind other leading nations in air technology. World War II witnessed the birth of the jet age, a future glimpsed briefly in the spectacular but doomed appearance of the Messerschmitt Me 262 near the war's end, and Britain would be the only nation other than Germany with a jet fighter in combat by the time World War II was through. The Royal Air Force during the World Wars: The History and Legacy of British Air Power in World War I and World War II examines the creation and evolution of the RAF over the course of World War I and World War II. Along with pictures of important people, places, and events, you will learn about the RAF like never before. Sky As Frontier David T. Courtwright 2005 A look at how aviation's frontier lasted only a scant 3 decades, then vanished as commercial and military imperatives made flying routine. World War I [5 volumes] Spencer C. Tucker 2014-10-28 Offering exhaustive coverage, detailed analyses, and the latest historical interpretations of events, this expansive, five-volume encyclopedia is the most comprehensive and detailed reference source on the First World War available today. One hundred years after the beginning of World War I in 1914, this conflict still stands as perhaps the most important event of the 20th century. World War I toppled all of the existing empires at the time, transformed the Middle East, and vaulted the United States to becoming the world's leading economic power. Its effects were profound and lasting—and included outcomes that led to World War II. This multivolume encyclopedia provides a wide-ranging examination of World War I that covers all of the important battles; key individuals, both civilian and military; weapons and technologies; and diplomatic, social, political, cultural, military, and economic developments. Suitable as a reference tool for high school and undergraduate students as well as faculty members and graduate-level researchers, World War I: The Definitive Encyclopedia and Document Collection offers accessible, in-depth information and up-to-date

analyses in a format that lends itself to quick and easy use. The set comprises alphabetically arranged, cross-referenced entries accompanied by further reading selections as well as a comprehensive bibliography. A fifth volume provides chronologically arranged documents and an A-Z index.

### **European Powers in the First World War**

Spencer Tucker 2018-12-07 First published in 1996. The First World War was the single most important event of the twentieth century. This volume concentrates on non-U.S. aspects of the conflict. Organized alphabetically, its more than 600 detailed entries offer information and insight on such subjects as the causes of the conflict, major battles and campaigns, weapons systems (including military aviation, chemical warfare, the submarine, and the tank), and the terms of the peace. Some 350 biographies provide information on the roles played in the conflict by generals, admirals, and civilian leaders. There are also biographies of individuals who were shaped by the war, such as Charles De Gaulle, Adolf Hitler, Benito Mussolini, and Joseph Stalin; essays on each of the countries involved in the conflict; new appraisals of such subjects as military medicine and artillery tactics; and essays on such diverse subjects as art, literature, and music in the war. Each entry has references for additional reading, and a subject index provides easy access. The volume is an excellent reference source for scholar and neophyte alike.

**RAF Fighter Pilots Over Burma** Norman Franks 2014-01-22 It is a recognized fact that, had the war gone badly for the Allies on the India/Burma front, and had the Japanese succeeded in invading the Indian Continent, the outcome of the war would have been entirely different. Yet despite this, the campaign on the Burma front is offered surprisingly scant coverage in the majority of photo-history books. This new book, from respected military historian and author Norman Franks, attempts to redress the balance, noting the importance of this particular aerial conflict within the wider context of the Second World War. Franks takes as his focus the pilots, aircraft and landscapes that characterized the campaign. Photographs acquired during the course of an intensive research period are consolidated into a volume

that is sure to make for a popular addition to the established Images of War series. Many unpublished photographs feature, each one offering a new insight into the conflict as it unfolded over Burmese skies. The archive offers a wealth of dynamic images of RAF Hurricanes and Spitfires in flight, with shots of both the aircraft and the pilots employed during this challenging conflict. To fly and fight in Burma, pilots really had to be at the top of their game. The Japanese enemy certainly weren't the only problem to contend with; weather, poor food, incredible heat and all its attendant maladies, jungle diseases, tigers, elephants, fevers... The Japanese were the real enemy but the British pilots had so much more to deal with. And they did it for years. In Britain, a pilot could look forward to a break from operations every six months or so on average. In Burma, pilots first employed in 1941 were still flying operations in 1944. The collection represents a determination on the author's part to record the part played by these resilient and skilled RAF fighter pilots, the contribution that they paid in supporting General Slim's 14th Army and the part they ultimately played in defeating the Japanese attempts to break through into India. These efforts, all paramount and imperative to success, are celebrated here in words and images in a volume sure to appeal to Spitfire and Hurricane enthusiasts, as well as the more general reader.

*Dog Fight* Norman Franks 2003-01-07 The history of WWI aviation is a rich and varied story marked by the evolution of aircraft from slow moving, fragile, and unreliable powered kites, into quick, agile, sturdy fighter craft. At the same time there emerged a new kind of 'soldier', the fighter pilots whose individual cunning and bravery became crucial in the fight for control of the air. Dog-fight traces this rapid technological development alongside the strategy and planning of commanders and front-line airmen as they adapted to the rapidly changing events around them and learned to get the best from their machines. Often, this involved discovering and employing tactics instinctively to stay alive. Based on the author's personal correspondence with a number of WWI fighter pilots and aces, and drawing on published contemporary memoirs, this is an authoritative and lively history that serves as a captivating tribute to the

brave pilots of both sides.

The Oxford History of the First World War Hew Strachan 2023-08-24 The Oxford History of the First World War brings together in one volume many of the most distinguished historians of the conflict, in an account that matches the scale of the events. From its causes to its consequences, from the Western Front to the Eastern, from the strategy of the politicians to the tactics of the generals, they chart the course of the war and assess its profound political and human consequences.

*The Literature of Aeronautics, Astronautics, and Air Power* Richard Hallion 1984

**The First World War** Stuart Robson 2014-09-11 This is a compelling account of the First World War. It offers clear analysis of the war on land, sea, and air, and considers the impact of the war on Europe's civilian population. Issues addressed include the relationship between war and industrialisation, trench warfare, the long term effects of the war on changing social structures, and economic and demographic consequences. The main text is supplemented by a rich selection of primary source material (from songs, soldiers' slang, to diary accounts).

Marked for Death: The First War in the Air

James Hamilton-Paterson 2016-08-02 A dramatic and fascinating account of aerial combat during World War I, revealing the terrible risks taken by the men who fought and died in the world's first war in the air. Little more than ten years after the first powered flight, aircraft were pressed into service in World War I. Nearly forgotten in the war's massive overall death toll, some 50,000 aircrew would die in the combatant nations' fledgling air forces. The romance of aviation had a remarkable grip on the public imagination, propaganda focusing on gallant air 'aces' who become national heroes. The reality was horribly different. *Marked for Death* debunks popular myth to explore the brutal truths of wartime aviation: of flimsy planes and unprotected pilots; of burning nineteen-year-olds falling screaming to their deaths; of pilots blinded by the entrails of their observers. James Hamilton-Paterson also reveals how four years of war produced profound changes both in the aircraft themselves and in military attitudes and strategy. By 1918 it was widely accepted that

domination of the air above the battlefield was crucial to military success, a realization that would change the nature of warfare forever.

**Above the War Fronts** Norman L. R. Franks 1997 Norman Franks and Russell Guest continue in their research to record the lives and scores of these "aces" of World War I. Gregory Alegi joins them in this volume, with his knowledge of Italian aces, to produce detailed biographies of Italians and Austro-Hungarians, Belgian and Russian aces.

**The First of the Few** Denis Winter 1982 Bogen handler om kamppiloter - primært britiske - under 1. Verdenskrig, herunder rekruttering af dem, deres flyveuddannelse, deres operative aktiviteter under krigen, det psykiske pres de var udsat for og udviklingen efter krigen.

**Almanac of American Military History [4 volumes]** Spencer C. Tucker 2012-11-21 This almanac provides a comprehensive, chronological overview of all American military history, serving as the standard reference work of its type. *Almanac of American Military History* is yet another reference work from acclaimed historian Dr. Spencer C. Tucker and ABC-CLIO, offering an unprecedented resource for a wide range of students and researchers. A comprehensive, four-volume title, this almanac traces all of American military history from the European voyages of discovery through 2011, chronicling the pivotal moments that have shaped the United States into the country it is today. In addition to documenting key events, this title presents biographies of more than 250 key individuals and provides information on more than 250 historically significant technologies and weapons systems. A detailed glossary is included, as are discussions of ranks and military awards and decorations. Divided into conflict periods, each chapter includes a detailed chronology, reference-entry sidebars, statistical information, primary-source documents, and a bibliography.

Eyes All Over the Sky James Streckfuss 2016-05-19 The impact of the unsung heroes of WWI—"a must for any aviation enthusiast to further complement work on aerial reconnaissance in modern warfare" (*Roads to the Great War*), Beyond the heroic deeds of the fighter pilots and bombers of World War I, the real value of military aviation lay elsewhere;



aerial reconnaissance, observation, and photography impacted the fighting in many ways, but little has been written about it. Balloons and airplanes regulated artillery fire, infantry liaison aircraft followed attacking troops and the retreats of defenders, aerial photographers aided operational planners and provided the data for perpetually updated maps, and naval airplanes, airships, and balloons acted as aerial sentinels in a complex anti-submarine warfare organization. Reconnaissance crews at the Battles of the Marne and Tannenberg averted disaster. *Eyes All Over the Sky* fully explores all the aspects of aerial reconnaissance and its previously under-appreciated significance. Also included are the individual experiences of British, American, and German airmen—true pioneers of aviation warfare. “With an interesting selection of photos, the book is not only an excellent reference—it is historically important.” —Classic Wings “This well-researched history belongs on the shelf of anyone with a serious interest in the air war or the ground war of 1914-1918.” —Steve Suddaby, former president of the World War One Historical Association

[The Oxford Illustrated History of the First World War](#) Hew Strachan 2016-03-29 Originally published: 1998. New edition published in hardcover in 2014.

**The Red Fighter Pilot** Manfred von Richthofen 2015-01-15 Few participants in World War I are more famous than Manfred Albrecht Freiherr von Richthofen, better known as the Red Baron. A German known for victories in a war that his country lost, a cavalry officer made famous as mounted combat disappeared, and an aristocratic hero in a century dominated by democracy; Richthofen's celebrity stands in stark contrast to the era. Furthermore, World War I is not remembered as a period in which the advance of technology empowered or emboldened individual human beings, and it certainly did not support the old romantic image of the lone, skilled warrior. The terrible grinding power of Europe's first great industrial war saw advances in gunnery and factory production that chewed up millions of young men and spit them out in fragments across the anonymous mud of no man's land. A soldier was more likely to be killed by an artillery shell flung from half a mile

away than up close in combat, where his own skills might save his life, so there was little heroism and no glory to be found in the forms of violence provided by the modern war machine. However, for the handful of men fighting in the air, it was a different matter, because World War I brought about the emergence of full-blooded aerial combat for the first time. In fact, airplanes were so foreign to past examples of warfare that few military officers were sure of how to utilize them at the start of the war. As a result, amazing new machines capable of carrying men at great speed and height were used first for reconnaissance, and it was only later that they actually became fighter planes, with each side fighting for dominance of the air and the advantage this provided. This was the era of the dogfight, in which aerial combat was effectively invented, with engineers and pilots working quickly to adapt machines and tactics to a whole new sort of warfare. In the skies above Europe, a man could once more play the role of the lone warrior, surviving or dying by skill and the power of personality. Into this cloud-strewn battlefield came a young man from a young country, ready to prove not only his potential but that of the new form of combat at which he would excel. Indeed, there was no greater ace during the war than the Red Baron, who was credited with shooting down 80 Allied planes. However, the Red Baron's most remarkable accomplishment was one he never wanted. On April 21, 1918, while flying over the Somme, the Red Baron spotted an Allied plane and pursued it, and while in pursuit, the Red Baron was shot by a single bullet in the chest, mortally wounding him. Debate has raged ever since over whether an Allied pilot or infantry unit shot him, but either way, despite being mortally wounded and already near death, the Red Baron managed to land his plane in a field. He died almost immediately after the landing, and his plane quickly became a treasure trove for souvenirs among soldiers from the Allied Powers on the ground. By the time he died at the age of 25, Richthofen was a living legend, celebrated by his fellow countrymen and feared by his enemies. Ironically, he had managed to become a celebrity soldier in an era of anonymous death. *The Great War* Ian F. W. Beckett 2014-01-14 The course of events of the Great War has been told

many times, spurred by an endless desire to understand 'the war to end all wars'. However, this book moves beyond military narrative to offer a much fuller analysis of the conflict's strategic, political, economic, social and cultural impact. Starting with the context and origins of the war, including assassination, misunderstanding and differing national war aims, it then covers the treacherous course of the conflict and its social consequences for both soldiers and civilians, for science and technology, for national politics and for pan-European revolution. The war left a long-term legacy for victors and vanquished alike. It created new frontiers, changed the balance of power and influenced the arts, national memory and political thought. The reach of this account is global, showing how a conflict among European powers came to involve their colonial empires, and embraced Japan, China, the Ottoman Empire, Latin America and the United States.

**First Light** Geoffrey Wellum 2018-05-17 Two months before the outbreak of the Second World War, eighteen-year-old Geoffrey Wellum becomes a fighter pilot with the RAF . . . Desperate to get in the air, he makes it through basic training to become the youngest Spitfire pilot in the prestigious 92 Squadron. Thrust into combat almost immediately, Wellum finds himself flying several sorties a day, caught up in terrifying dogfights with German Me 109s. Over the coming months he and his fellow pilots play a crucial role in the Battle of Britain. But of the friends that take to the air alongside Wellum many never return.

**Great War Fighter Aces, 1916-1918** Norman Franks 2017-03-30 By the close of 1916, the air war over France was progressing amazingly. The Royal Flying Corps, the French Air Force and the opposing German Air Service, were all engaged in fierce aerial conflict and the Allied air forces were following a particularly successful if aggressive policy. They were taking the war to the Germans by constantly crossing the massive trench system that stretched from the North Sea to the Swiss border. With observation and bombing aircraft requiring constant protection from the German fighter Jastas, the fighter aces on both sides soon gained publicity and fame as a result of their daily engagements. This book explores the many

ways in which fighter pilots developed tactics in order to outdo the opposition in the fight for allied victory. In so doing, they achieved high honors on account of their prowess in the skies. It also looks at the development of militarized flight during the course of these key years, revealing how each side constantly endeavored to improve their aircraft and their gunnery. By early 1918 the Americans were also starting to take part in the war against Germany, and any number of US citizens were joining both the French Air Service as well as manning their own Aero Squadrons. This publication covers the development of American air combat, whilst also recording the efforts of some of their ace pilots flying both British and French aircraft with precision and skill.

**The Silver Spitfire** Tom Neil 2013-02-28 A brilliantly vivid Second World War memoir by one of 'the Few' Spitfire fighter pilots. Following the D-Day landings, Battle of Britain hero Tom Neil was assigned as an RAF liaison to an American fighter squadron. As the Allies pushed east, Neil commandeered an abandoned Spitfire as his own personal aeroplane. Erasing any evidence of its provenance and stripping it down to bare metal, it became the RAF's only silver Spitfire. Alongside his US comrades, he took the silver Spitfire into battle until, with the war's end, he was forced to make a difficult decision. Faced with too many questions about the mysterious rogue fighter, he contemplated increasingly desperate measures to offload it, including bailing out mid-Channel. He eventually left the Spitfire at Worthy Down, never to be seen again. THE SILVER SPITFIRE is the first-hand, gripping story of Neil's heroic experience as an RAF fighter pilot and his reminiscences with his very own personal Spitfire.

**The Great War, 1914-1918** Spencer Tucker 1998-02-22 The author provides an easy-to-understand, concise analysis of the events leading to the war and of the flawed peace settlement that came in its wake.

**The First of the Few** Denis Winter 1983

**Aero-Neurosis** Mark C. Wilkins 2019-06-30 "Lays bare the grim reality of life on a frontline squadron . . . the comprehensive physical, emotional, and mental decline these aviators endured." —Donna's Book Blog The young men who flew and fought during the First World War

had no idea what was awaiting them. The “technology shock” that coalesced at the Western Front was not envisaged by any of the leadership or medical establishment. Despite the attendant horrors many men experienced, some felt that the dynamic context of aerial combat was something that, after the war, they still longed for . . . Doctors argued over best practice for treatment. Of course, the military wanted these men to return to duty as quickly as possible; with mounting casualties, each country needed every man. Aviation psychiatry arose as a new subset of the field, attempting to treat psychological symptoms previously unseen in combatants. The unique conditions of combat flying produced a whole new type of neurosis. Terms such as “Aero-neurosis” were coined to provide the necessary label yet, like shell shock, they were inadequate when it came to describing the full and complete shock to the psyche. Mark C. Wilkins finds the psychology undergirding historical events fascinating and of chief interest to him as an historian. He has included expert medical testimony and excerpts where relevant in a fascinating book that explores the legacies of aerial combat, illustrating the ways in which pilots had to amalgamate their suffering and experiences into their postwar lives. Their attempts to do so can perhaps be seen as an extension of their heroism. “An original and absorbing study of the psychological factors of the first air war.”  
—Firetrench

*Great War Fighter Aces, 1914-1916* Norman Franks 2014-09-30 Here, Norman Franks tells the story, in words and images, of the emergence of some of the greatest fighter aces to see action during the first half of the First World War. He explores the manner in which the situation developed from late 1914 to the late summer of 1916, the point at which Oswald Boelcke helped form the German Jasta system that would prove so devastating to the RFC and RNAS. Utilizing images drawn from his large personal archive of photographs, Franks profiles some of the greatest and most notorious aces, as well as the aircraft in which they flew. The first years of the war saw some of the bravest acts of pilot gallantry and ingenuity play out. Franks celebrates the legacy of just a handful of these individuals, participants on both sides, including

Boelcke's premier ace Manfred Von Richtofen, Lanoe Hawker, Georges Guynemer, Albert Ball, Lionel Rees, Wilhelm Frankl, and Stanley Dallas amongst many others.

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