

# Flying Aces Of World War One

**Bill Lambert** Samuel J. Wilson  
2016-08-16 World War I fighter pilot William C. Lambert of Ironton, Ohio, flew for the British Royal Air Force in 1918. When he left the Western Front in August, he had 22 victories--then the most achieved by any American pilot. (By the time of the Armistice in November, his total was surpassed by Eddie Rickenbacker, the former race car driver from Columbus, Ohio, with 26 victories.) Lambert survived the war and lived into his eighties, unwilling until late in life to seek public acclaim for his war record. This book examines his life and the wartime experiences that defined it.

**SPAD XII/XIII Aces of World War 1** Jon Guttman 2002-05-25  
This book details the exploits of the pilots who flew the hugely successful SPAD XIII and the trickier SPAD XII. Built in response to the combat inadequacies of the SPAD VII,

the XIII first entered service with the French Aviation Militaire in late 1917. Despite suffering engine unreliability, the XIII enjoyed great success on the Western Front, where it was flown by numerous French, American, Italian and Belgian aces, including Eddie Rickenbacker, leading US ace of World War I. The SPAD XII, meanwhile, was the product of numerous improvements to the SPAD VII model. Entering service in July 1917, the aircraft boasted a single-shot 37 mm Puteaux cannon, which had to be hand-reloaded in flight! Tricky to fly, the XII was only issued to experienced pilots, and was flown briefly by a number of aces.

**Bristol F2 Fighter Aces of World War I** Jon Guttman 2007-09-18  
This is the history of the best Allied fighter-destroyer of World War 1 and the pilots who flew it. Nicknamed "Biff" by the pilots, the Bristol F2 Fighter enjoyed

extraordinary success over the Western Front in the final 18 months of the war. However, it had an inauspicious debut, as an entire flight of F2As was wiped out by von Richthofen's Jasta 11. A new improved F2B was soon delivered to the front which functioned in an entirely different manner. The crews operated the plane not as a standard two-seater, but as a single-seat with a "sting in the tail" in the form of a rear gunner with a Lewis machine gun. Numerous ace teams earned the "Biff" grudging respect from its German opponents. This book charts the development of the plane from its unpromising beginnings to the revised model operating with a new kind of tactics. Moreover, the numerous first-hand accounts and combat reports give a fascinating insight into the experiences of the pilots themselves.

### **Fighting the Flying Circus**

Eddie Rickenbacker 1919

### **The German Aces Speak**

Colin D. Heaton 2011-11-15

DIVDIVFor the first time, four

German WWII pilots share their side of the story./divDIV  
/divDIVFew perspectives epitomize the sheer drama and sacrifice of combat more perfectly than those of the fighter pilots of World War II. As romanticized as any soldier in history, the WWII fighter pilot was viewed as larger than life: a dashing soul waging war amongst the clouds. In the sixty-five-plus years since the Allied victory, stories of these pilots' heroics have never been in short supply. But what about their adversaries—the highly skilled German aviators who pushed the Allies to the very brink of defeat?/divDIV  
/divDIVOf all of the Luftwaffe's fighter aces, the stories of Walter Krupinski, Adolf Galland, Eduard Neumann, and Wolfgang Falck shine particularly bright. In *The German Aces Speak*, for the first time in any book, these four prominent and influential Luftwaffe fighter pilots reminisce candidly about their service in World War II. Personally interviewed by author and military historian

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Colin Heaton, they bring the past to life as they tell their stories about the war, their battles, their lives, and, perhaps most importantly, how they felt about serving under the Nazi leadership of Hermann Göring and Adolf Hitler. From thrilling air battles to conflicts on the ground with their own commanders, the aces' memories disclose a side of World War II that has gone largely unseen by the American public: the experience of the German pilot.

*Flying Aces of World War I.*  
Gene Gurney 1965 An account of the best of the pilots who won fame in the skies during the first World War: Guynemer, Richthofen, Lufbery, Rickenbacker, and others.  
*German Fighter Aces of World War One* Terry C. Treadwell 2003 German side included Manfred Freiherr von Richthofen (the Red Baron). Ernst Udet and Hermann Goring (later to play a prominent part in World War Two). Terry C. Treadwell and Alan C. Wood recount the

stories of the Aces of the Imperial German Air Services, as well as providing accounts of the manufacturers and their aircraft. Book jacket.

**Aces** Bill Yenne 2020-10-13

Aces is an illustrated history of the brave World War II fighter pilots who earned the title of ace, with archival and modern photos of their aircraft.

**Naval Aces of World War 1**

**Part I** Jon Guttman 2011-07-19

Though understandably overshadowed by their army colleagues, naval aviators played a significant role in World War 1, including some noteworthy contributions of fighter aviation. At a time when the Royal Flying Corps was struggling to match the 'Fokker Scourge' of 1915-16, the Royal Naval Air Service (RNAS) was first to use Sopwith's excellent line of scouts, such as the Pup, Triplane and Camel. Some RNAS pilots such as Raymond Collishaw, Robert A Little and Roderick Stanley Dallas rated among the most successful in the British Commonwealth. Their ranks also included David

Ingalls, the only US Navy pilot  
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to 'make ace' with eight victories in Camels while with No 213 Sqn RAF. The Germans, too, formed Marine Feld Jagdstaffeln to defend the northern coast of Flanders, and also produced a number of aces, led by Gotthard Sachsenberg and Theo Osterkamp. Besides these land fighters, the Germans produced at least two floatplane aces. Unique to World War 1 was the use of flying boats as fighters in combat, pioneered by Russians like Aleksandr de Seversky and Austria's Gottfried Banfield. The best flying boat fighter, however, was Italy's Macchi M.5, which produced two or three aces, and was also the mount of Charles H Hammann, the first American to earn the Medal of Honor in aerial combat.

Aces Falling Peter Hart  
2008-10-02 How the age of the great WWI aces came to an end in the skies over the Western Front At the beginning of 1918 the great aces seemed invincible. Flying above the battlefields of the Western

Front, they cut a deadly swathe through the ranks of their enemies, as each side struggled to keep control of the air. Some were little more than boys when they started to fly, yet they were respected and feared as some of the deadliest killers in the sky. But as the press of fighting increased with the great offensives of 1918, nervous stress and physical exhaustion finally began to take their toll - and one by one the aces began to fall. This book charts the rise and fall of the WWI aces in the context of the vast battles that were taking place in 1918. It shows the vital importance of reconnaissance, and how large formations of aircraft became the norm - bringing an end to the era of the old, heroic 'lone wolves'. As the First World War came to a close very few of the aces survived. This epic history of the final year of the air war is both a chronicle of the ways in which 1918 changed aerial combat forever, and a requiem for the pioneers of aerial combat who eventually became the victims of their own

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brilliant innovations.

### **Early German Aces of World**

**War I** Greg VanWyngarden  
2006-10-31 One of the "top  
picks for specialized military  
holdings" - California  
Bookwatch The Fokker  
Eindecker (monoplane) can  
truly be said to have begun the  
age of fighter aviation. With  
the development of its  
revolutionary synchronised  
system that enabled the  
machine gun to fire through  
the propellor, Fokker E I pilots  
caused consternation in the  
Allied air services as they  
began to reap a harvest of  
victims in the summer of 1915.  
While the first victory with a  
Fokker E-type is now believed  
to have been earned by Kurt  
Wintgens on 1 July 1915, it was  
the exploits of Max Immelmann  
and Oswald Boelcke that made  
the machine legendary. These  
men, along with others such as  
Parschau and Hohndorf,  
received the adulation of the  
German public along with such  
honors as the first awards of  
the coveted Blue Max. They  
created the tactics and  
principles of German fighter

aviation as they did so,  
developing doctrine that is still  
relevant to today's fighter  
pilots. However, by the end of  
1916, the glory days of the lone  
hunter and his Fokker  
Eindecker were over. They  
were replaced by a succeeding  
generation of biplane fighters  
which would be flown in new  
formations - the Jagdstaffeln or  
'hunting groups'. The story of  
these first Fokker and  
Halberstadt biplane fighters  
and their pilots concludes this  
volume. RELATED TITLES  
German Air Force 1914-1918  
(Elite) Fokker Dr 1 Aces of  
World War I (Aircraft of the  
Aces) American Aces of World  
War I (Aircraft of the Aces)  
Reconnaissance and Bomber  
Aces of World War 1 Jon  
Guttman 2015-01-20 Often  
overshadowed by the fighters  
that either protected or  
threatened them, two-seater  
reconnaissance aircraft  
performed the oldest and most  
strategically vital aerial task of  
World War 1 a task that  
required them to return with  
the intelligence they gathered  
at all costs. Bomber sorties

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were equally important and dangerous, and the very nature of both types of mission required going in harm's way. A remarkable number of British, French and German two-seater teams managed to attain or exceed the five victories needed to achieve the acedom popularly associated with their single-seat nemeses, and in this book, with rich illustrations and first-hand accounts of the veterans themselves, they receive their long-overdue recognition. Many high-scoring single-seat fighter aces also began their careers in two-seaters, particularly in the early stages of the conflict, and their exploits as either pilots or observers are detailed here too.

### **Flying Aces of World War I**

Gene Gurney 1973

### **Flying Aces of World War**

**One** Gene Gurney 1965-04-01

Brief biographies of famous First World War flying aces. Their exploits and daring adventures are described in detail against the background of the battles of the war.

**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.

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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."

Flying Aces James H. Kitchens 1999 Some of the greatest dramas of World War II occurred in the skies, where courageous and tenacious fighter pilots battled in dogfights so fierce that the pilots--and their planes--became legends in their own time. Their stories continue to capture the imaginations of not only World War II buffs and history fans, but also of many talented artists who painstakingly recreate the most famous battles in vivid detail, and with staggering accuracy. This volume presents more than seventy such works, with historical descriptions of each scene.--From publisher description.

**Flying Aces** John F. Wukovits 2002 Their exploits have been

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the subject of books and movies. One man even served as the antagonist for a famous dog in a cartoon strip. This book examines the colorful military careers of eight World War I aces, including Manfred von Richtofen, called the Red Baron, Canadian Ace Billy Bishop, and American aviator Eddie Rickenbacker. These men leaped into flimsy aircraft and risked fiery deaths to battle each other in the skies, and a curious mixture of chivalry and ruthlessness marked their encounters.

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

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aircraft with precision and skill.

*The Dream of Civilized Warfare*

Linda Raine Robertson 2003 In

"The Dream of Civilized

Warfare, Robertson presents

the compelling, story of the

creation of the first American

air force--and how, through the

propaganda of the flying ace, a

vision of "clean" or civilized

combat was sold to politicians

and the public. She traces the

long history of the American

desire to exert the nation's will

throughout the world without

having to risk the lives of

ground soldiers--a theme that

continues to reverberate in

public discussions, media

portrayals, and policy decisions

today.

*Aces and Aircraft of World War*

*I* Christopher Campbell 1981

*The Pharaohs of Ancient Egypt*

Elizabeth Payne 2012-04-25

For more than 3,000 years,

Egypt was a great civilization

that thrived along the banks of

the Nile River. But when its

cities crumbled to dust, Egypt's

culture and the secrets of its

hieroglyphic writings were also

lost. The Pharaohs of Ancient

Egypt explains how

archaeologists have pieced

together their discoveries to

slowly reveal the history of

Egypt's people, its pharaohs,

and its golden days.

**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.

**Luftwaffe Fighter Aces** Mike

Spick 2021-10-19 Get in the

cockpit with some of the

greatest German flying aces of

all time! In this exciting book,

Mike Spick shows how the

Luftwaffe's leading fighter

pilots were able to outscore

their allied counterparts so

effectively and completely

during World War II. When the

records of the Jagdflieger pilots

became available after the war,

they were initially greeted with

incredulity—the highest claim

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was for 352 kills, and more than one hundred pilots had recorded more than one hundred victories. However, post-war research proved that these claims had in fact been made in good faith and confirmation had only been given after rigorous checking. To discover the secret of this success, aviation history expert Mike Spick examines the exploits of these aces and sets out the context in which they took place. Every major theatre is covered in detail including the conditions peculiar to each: climate, relative numerical and qualitative strengths, the presence or absence of radar and other measures, and the relative merits of the planes being flown. He focuses on the methods and tactics used by individual aces and uses first-hand sources wherever possible to put the reader right alongside the pilot in the cockpit.

*SE 5/5a Aces of World War I*

Norman Franks 2013-02-20

The Royal Aircraft Factory SE 5/5a was, along with the Sopwith Camel, the major

British fighting scout of the last 18 months of the war in France. It equipped several major squadrons, the first being No 56 Sqn in April 1917. This unit became famous for the number of aces it had among its pilots, including Albert Ball, James McCudden, Geoffrey Bowman, Richard Maybery, Leonard Barlow, Hank Burden and Cyril Crowe. In all, 26 aces flew the aircraft with No 56 Sqn alone. Other well-known units were Nos 1, 24, 29, 32, 40, 41, 60, 64, 2 AFC, 74, 84, 85 and 92 Sqns. A number of Victoria Cross winners also flew SE 5/5as, namely Ball, Mannock, McCudden, Beauchamp Proctor and Bishop. Among the aces, no fewer than 20 scored more than 20 victories. In all, there were almost 100 SE 5/5a aces, and a large number of them are profiled in this volume. Supporting the text are more than 110 photographs, 37 brand new colour artworks and detailed appendices listing every pilot who 'made ace' on the SE 5/5a.

How Come the Best Clues are

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Always in the Garbage? Linda Bailey 1992 In this Stevie Diamond Mystery, Stevie and her partner have a thief to catch.

### **German Aces of World War I**

Norman Franks 2004 The air aces of Imperial Germanys Luftstreitkrfte are an ever-popular subject among aviation historians, enthusiasts, war gamers, and aircraft modelers. The images of famous airmen such as Manfred von Richthofen, Ernst Udet, and Werner Voss are well known and frequently published, but the same cannot be said for all of the over 300 German airmen who achieved five or more aerial victories in the Great War. Their stories have often been published, but never have as many photographs of the aces been assembled within the pages of one volume. Of necessity these photos vary widely in style, format and quality, yet they serve to reveal a good deal of information about the pilots and the multitude of different uniforms and decorations they wore. Students of World War I

aircraft will also find useful illustrations of the various machines in which these pilots attained their fame. Over 330 photographs of the aces are provided. The aces are listed in score order, starting with the Red Baron himself with eighty victories, and proceeding down the list to the last alphabetically ordered airman with five claims, Martin Zander. Each photograph is accompanied by a brief service history and victory total of the ace.

*Allied Fighter Aces* Mike Spick 1997 A detailed examination of the aircraft and tactics of the top aces in every major theater of the air war.

### **Pusher Aces of World War 1**

Jon Guttman 2009-07-21 The quest for an effective fighter airplane to achieve air superiority during World War 1 resulted in a series of pusher fighter planes, designed with the engine at the rear and the machine gun at the front. These ungainly, heavy looking fighters did surprisingly well and they were able to hold their own against their German

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counterparts - including the Fokker Eindeckers with their synchronized machine guns - until 1917. By then, however, the drag-producing design rendered the pusher fighter unable to match the performance of tractor-engined machines. This is the story of the unusual pusher and its many aces, including Lanoe Hawker VC, who formed and led Britain's first fighter squadron before dying in a ten-minute duel with Manfred von Richtofen, American 'cowboy' ace Frederick Libby, third-ranking French ace Charles Nungesser and the aggressive Belgian ace Fernand Jacquet. Packed with colorful artwork of a variety of pusher designs, paint schemes, and camouflage from many different nationalities, this book guides you through the twists and turns of this bizarre yet surprisingly successful fighter during World War 1.

*Austro-Hungarian Aces of World War 1* Chris Chant  
2012-12-20 Starting the war with only 35 aircraft, Austro-Hungarian industry went on to

produce only moderate numbers of poor quality aircraft. The fliers of the Austro-Hungarian Empire operating on the Serbian and Russian fronts were fortunate at first, finding themselves faced by small numbers of aircraft yet more obsolescent than their own. Serbia fell in 1915, but when Italy declared war the Austro-Hungarians were still faced with a two-front war - a static front against Italy, and a far more fluid one against Russia. Austro-Hungarian fighter pilots performed bravely and often very effectively under extremely difficult geographic, climatic and operational conditions.

### **The Greatest Air Aces Stories Ever Told**

Col. Robert Barr Smith 2017-04-03 In thirty-five chapters, *The Greatest Air Aces Stories Ever Told* covers many of the leading American and British Commonwealth fighter aces of WW I and II, together with a few bomber crews whose gallantry made a substantial contribution to the end of WW

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II. Other nations had their aces, but this book concentrates on American and Commonwealth pilots. These aviators were chosen not only because of their “scores” and their great courage, but also for other qualities which set them apart, like the WWII Royal Air Force Wing Commander who shot down more than 20 Germans while flying with two artificial legs. Here are a few of the aces. Note that the air forces of Europe and the United States did not always have today’s names, used here for simplicity’s sake: Albert Ball, RAF, son of the Lord Mayor of Nottingham, winner of the Victoria Cross. He had 44 victories in WWI when he was killed at the age of 20, well known to his German foes, who much admired him. Gabby Gabreski, USAF. Son of hard-working Polish immigrants. An ace in WWII with 28 kills and later in Korea, with another six. He was an accomplished commander, finished a long career as a colonel. Mick Mannock, RAF. Tough and

aggressive in spite of his fear of fire, he won not only the Victoria Cross, but five other high awards for gallantry. Highest British scorer of WWI with 73 victories, he detested Germans, and rejoiced with every kill. He was shot down by ground fire in the last year of the war. David McCampbell, USN. Scored 34 WWII kills to become the U.S. Navy’s all-time ace. In 1944, set an all-time record with nine victories on a single mission. Winner of the Congressional Medal. Pickard, RAF. Led the RAF rooftop bomber raid on Amiens Prison In WWII, freeing many underground members, some of whom were facing death, and who were promptly spirited away by French partisans. Frank Luke, USAF. Deadly American famous for his busting of German observation balloons in WWI. Shot up over German territory, he managed to land safely, but, being Luke, tried to fight it out with enemy infantrymen with only his pistol. The book will also touch on the equipment these aces flew, from the

famous Fokkers and Sopwith Camels to the ungainly two-seater FE2b, which was driven by a pusher engine and looked like a bathtub with wings and a miniature oil derrick glued on the back. Also included are our own Grumman carrier fighters, the P-40s, the P-38s, as well as the P-51 Mustang, probably the finest fighter of the war, a happy marriage of an American airframe and a British engine. The deadly, graceful Spitfire has its place, as do the Hurricane, the biplane Gladiator, and even the four-engine Lancaster.

### **Fokker D VII Aces of World War 1**

Norman Franks  
2003-03-25 Designed in a great rush at the end of 1917 just in time to take part in the German standard fighter competition held in January/February 1918, the D VII easily walked away with first prize. As Germany's premier fighter unit, von Richthofen's JG I (led by Hermann Göring in the wake of the 'Red Baron's' recent death) received the first examples of the D VII to reach the frontline in late April. Built to oppose

the new generation of French SPAD XIIIIs and British SE 5as and Camel fighters, the D VII was arguably the best all-round fighting scout of the Great War.

Naval Aces of World War 1 part 2  
Jon Guttman 2012-05-22 Part 2 of Naval Aces looks at the many flying Naval heroes who flew alongside or against those of the Royal Naval Air Service (RNAS). While the RNAS operated its own formidable arsenal of Nieuport and Sopwith scouts over the Flanders coast, the German navy countered with its own Land Feld Jagdstaffeln and Seefront Staffeln. In addition, German floatplane units, most notably at Zeebrugge, produced at least three aces of their own at the expense of British flying boats, airships and other patrol craft. Unique to World War 1 was the use of flying boats as fighters in combat, which figured at least partially in the scores of Russian aces Aleksandr de Seversky and Mikhail Safanov. Austrian ace Gottfried Banfield scored all nine of his victories

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in flying boats and Friedrich Lang claimed two of his total of five in one. The best flying boat fighter, however, was Italy's Macchi M 5, flown by three aces and also the mount of Charles H Hammann, the first American to earn the Medal of Honor in aerial combat. Also unique were the sole US Navy ace, David Ingalls, who scored his six victories while attached to No 213 Sqn RAF, and Greek ace Artitides Moraitinis, credited with nine victories over Salonika and the Dardanelles.

**Fighter Aces** John Sadler  
2017-08-19 A readable and entertaining introduction to aerial combat in the series that "would be excellent for someone with an early interest in military history" (Army Rumour Service). Just over a decade after the first successful powered flight, fearless pioneers were flying over the battlefields of France in flimsy biplanes. Though the infantry in their muddy trenches might see aerial combat as glorious and chivalric, the reality was very

different and undeniably deadly: new Royal Flying Corps subalterns in 1917 had a life expectancy of eleven days. In 1915 the term "ace" was coined to denote a pilot adept at downing enemy aircraft, and top aces like the Red Baron, René Fonck, and Billy Bishop became household names. The idea of the ace continued after the 1918 Armistice, but as the size of air forces increased, the prominence of the ace diminished. But still, the pilots who swirled and danced in Hurricanes and Spitfires over southern England in 1940 were, and remain, feted as "the Few" who stood between Britain and invasion. Flying aircraft advanced beyond the wildest dreams of Great War pilots, the "top" fighter aces of World War II would accrue hundreds of kills, though their life expectancy was still measured in weeks, not years. World War II cemented the vital role of air power, and postwar innovation gave fighter pilots jet-powered fighters, enabling them to pursue duels over huge areas

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above modern battlefields. This entertaining introduction explores the history and cult of the fighter ace from the first pilots through late twentieth-century conflicts, which leads to discussion of whether the era of the fighter ace is at an end.

**Race of Aces** John R Bruning  
2020-01-14 The astonishing untold story of the WWII airmen who risked it all in the deadly race to become the greatest American fighter pilot. In 1942, America's deadliest fighter pilot, or "ace of aces" -- the legendary Eddie Rickenbacker -- offered a bottle of bourbon to the first U.S. fighter pilot to break his record of twenty-six enemy planes shot down. Seizing on the challenge to motivate his men, General George Kenney promoted what they would come to call the "race of aces" as a way of boosting the spirits of his war-weary command. What developed was a wild three-year sprint for fame and glory, and the chance to be called America's greatest fighter pilot. The story has

never been told until now. Based on new research and full of revelations, John Bruning's brilliant, original book tells the story of how five American pilots contended for personal glory in the Pacific while leading Kenney's resurgent air force against the most formidable enemy America ever faced. The pilots -- Richard Bong, Tommy McGuire, Neel Kearby, Charles MacDonald and Gerald Johnson -- riveted the nation as they contended for Rickenbacker's crown. As their scores mounted, they transformed themselves from farm boys and aspiring dentists into artists of the modern dogfight. But as the race reached its climax, some of the pilots began to see how the spotlight warped their sense of duty. They emerged as leaders, beloved by their men as they chose selfless devotion over national accolades. Teeming with action all across the vast Pacific theater, *Race of Aces* is a fascinating exploration of the boundary between honorable duty, personal glory, and the

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complex landscape of the human heart. "Brings you into the cockpit of the lethal, fast-paced world of fighter pilots . . . Fascinating." -- Sara Vladoic "Extraordinary . . . a must-read." -- US Navy Captain Dan Pedersen "A heart-pounding narrative of the courage, sacrifice, and tragedy of America's elite fighter pilots." -- James M. Scott "Vivid and gripping . . . Confirms Bruning's status as the premier war historian of the air." -- Saul David

### Fighter Aces of the Great War

Stephen Wynn 2020-04-30

History has recorded that the first ever powered flight took place at Kitty Hawk in America, on 17 December 1903 and was carried out by the Wright brothers, Orville and Wilbur, who were aircraft designers and manufacturers. By the time of the outbreak of the First World War, aviation was only eleven years old. The daddy of battlefield warfare until that point in time had been the cavalry, a position it maintained even as war was declared on the Western Front.

Aircraft were not initially seen as an offensive weapon and were instead used by both sides as observation platforms, or to take aerial photographs from. Even when they were eventually used in an offensive capacity, they did not have machine guns attached to them; if the crew wanted to open fire then they had to use a pistol or rifle. As the war progressed so the use of aircraft changed from being an observational tool, to that of a fighter and bomber aircraft - something that had never been foreseen at the outbreak of the war. The book then looks at the fighter aces from all sides. These were pilots who had been credited with shooting or forcing down a minimum of five enemy aircraft, of which there were hundreds. While some of these aces survived, many of them were killed. The most famous fighter ace of all is without doubt the German pilot known as the Red Baron, Manfred von Richthofen.

C. A. Brannen Series Jack S.

Ballard 2007 Capt. Field E.

Kindley, with the famous Eddie

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Rickenbacker, was one of America's foremost World War I flying aces. Like Rickenbacker's, Kindley's story is one of fierce dogfights, daring aerial feats, and numerous brushes with death. Yet unlike Rickenbacker's, Kindley's story has not been fully told until now. Field Kindley gained experience with the RAF before providing leadership for the U.S. Air Service. Kindley was the fourth-ranking American air ace; his exploits earned him a Distinguished Service Cross with Oak Leaf Cluster from the United States and a Distinguished Flying Cross from the British government. In February 1920, during a practice drill Kindley led, some enlisted men unwittingly entered the bombing target area. "Buzzing" the troops to warn them off the field, Kindley somehow lost control of his plane and died in the ensuing crash. Using arduously gathered primary materials and accounts of Great War aces, Jack Ballard tells the story of this little-known hero

from the glory days of aerial warfare. Through this tale, an era and a daring flyer live again.

### **Russian Aces of World War 1**

Victor Kulikov 2013-04-20  
Although the Russian Imperial Army Air Service consisted of no more than four BAGs (Boevaya Aviatsionniy Gruppa - battle aviation groups), each controlling three or four smaller AOIs (Aviatsionniy Otryad Istrebitelei - fighter aviation detachments) equipped with a variety of aircraft types, its fighter pilots nevertheless gave a good account of themselves. Indeed, during three years of war they claimed more than 200 Austro-Hungarian and German aircraft shot down, creating 13 aces - these elite aviators accounted for around half of the victories claimed on the Eastern Front. Pilots flew a variety of fighter types, with French Nieuport scouts and SPAD VIIs proving to be the most popular, and effective, aeroplanes to see service on this front. The exploits of these aces are detailed here, with information

based on material newly sourced by the author from Russian military and private archives. Many previously unpublished photographs are used to illustrate this book, supported by full-colour profiles that reveal how striking some of the aces' fighters were in this often-forgotten theatre of World War 1.

**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.

**Fighter Aces of the  
Luftwaffe in World War II**

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Philip Kaplan 2007-03-22 This book examines the reality behind the myths of the legendary German fighter aces of World War II. It explains why only a small minority of pilots - those in whom the desire for combat overrode everything - accounted for so large a proportion of the victories. It surveys the skills that a successful fighter pilot must have - a natural aptitude for flying, marksmanship, keen eyesight - and the way in which fighter tactics have developed. The book examines the history of the classic fighter aircraft that were flown, such as the Messerschmitt Bf 109 and the Focke Wulf Fw 190, and examines each type's characteristics, advantages and disadvantages in combat. The accounts of the experiences of fighter pilots are based on archival research, diaries, letters, published and unpublished memoirs and personal interviews with veterans. The pilots included are Werner Molders, Gunther Rall, Adolf Galland, Erich Hartmann and Johannes

Steinhoff.

**Black September 1918**

Norman Franks 2018-09-27 The authors of Bloody April 1917 present a new volume of facts, photos, and analysis covering aerial combat in the last days of the Great War. Fifteen months after the events of April 1917, more battles had been fought, won and lost on both sides, but now the American strength was feeding in to France with both men and material. With the mighty push on the French/American Front at St. Mihiel on September 12 and then along the Meuse-Argonne Front from the 26th, once more masses of men and aircraft were put into the air. They were opposed by no less a formidable German fighter force than had the squadrons in April 1917, although the numbers were not in their favor. Nevertheless, the German fighter pilots were able to inflict an even larger toll of British, French, and American aircraft shot down, making this the worst month for the Allied flyers during the whole of World War I—and this

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just a mere six weeks from the war's bloody finale. This book analyzes the daily events throughout September with the use of lists of casualties and claims from both sides. It also contains seven detailed appendices examining the victory claims of all the air forces that fought during September 1918. Although it is difficult to pinpoint exactly who was fighting who high above the trenches, by poring over maps and carefully studying almost all the surviving records, the picture slowly begins to emerge with deadly accuracy. Black September 1918 is a profusely illustrated and essential reference piece to understanding one of the crucial months of war in the skies.

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