

The Turret Fighters Defiant And Roc

The Turret FightersRAF Fighter Command PilotThe RAF in the Battle of France and the Battle of BritainRAF Fighters Before the StormRearming the RAF for the Second World WarThe Rise of the BombeThe RAF and Aircraft DesignWar Planes of the Second World War: FightersThe RAF and Aircraft Design, 1923–1939The AeroplaneGunnerAllied Fighters of World War IIThe World's Greatest AircraftBritish Secret Projects 3BIRTH OFLEGENDBoulton & Paul AircraftThe Royal Air Force in PicturesRow Margin: The Battle of Britain and the Rise of Air Power 1930–40Aircraft of WWIIOur Navy Or Fighting Ships, and Picturesque Spain, Cuba, and the Philippines Alec Brew Mark Barber Greg Baughen Martin Derry Adrian Phillips Greg Baughen Colin S Sinnott William Green Colin Sinnott Donald Nijboer Bill Gunston Christopher Chant Tony Buttler Jeffrey Quill Gordon Kinsey Oliver Stewart Derek Wood, Derek Dempster Stewart Wilson

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the turret fighter was predicted by many before world war ii to be the only effective way of dealing with the new threat of the heavy bomber in the event of the concept of a two man fighter with its armament concentrated in a power operated turret did

not turn out to be the answer the Boulton Paul Defiant and the Blackburn Roc were only two examples of the concept to enter service and only the Defiant was able to claim any success in combat

the title will recount the exploits of the few the RAF fighter pilots during the Battle of Britain

In May 1940 the opposing German and Allied forces seemed reasonably well matched on the ground the four Allied nations had more troops artillery and tanks even in the air the German advantage in numbers was slight yet two months later the Allied armies had been crushed the Netherlands Belgium and France had all surrendered and Britain stood on her own facing imminent defeat subsequent accounts of the campaign have tended to see this outcome as predetermined with the seeds of defeat sown long before the fighting began was it so inevitable should the RAF have done more to help the Allied armies why was such a small proportion of the RAF's frontline strength committed to the crucial battle on the ground could Fighter Command have done more to protect the British and French troops being evacuated from the beaches of Dunkirk this study looks at the operations flown and takes a fresh look at the fatal decisions made behind the scenes decisions that unnecessarily condemned RAF aircrews to an unequal struggle and ultimately ensured Allied defeat what followed became the RAF's finest hour with victory achieved by the narrowest of margins or was it as some now suggest a victory that was always inevitable if so how was the German military juggernaut that had conquered most of Europe so suddenly halted this study looks at the decisions and mistakes made by both sides it explains how the British obsession with bomber attacks on cities had led to the development of the wrong type of fighter force and how only a fortuitous sequence of events enabled Fighter Command to prevail it also looks at how ready the RAF was to deal with an invasion how much air support could the British Army have expected why were hundreds of American combat planes and experienced Polish and Czech pilots left on the sidelines and when the Blitz began and Britain finally got the war it was expecting what did this campaign tell us about the theories on air power that had so dominated pre-war air policy all these questions and more are answered in Greg Baughen's third book Baughen describes the furious battles between the RAF and the Luftwaffe and the equally bitter struggle between the Air Ministry and the War Office and explains how close Britain really came to defeat in the summer of 1940

when the first world war ended the then recently established royal air force was awash with aircraft of all descriptions more surprising perhaps was the fact that despite an ongoing cull of obsolescing types on the last day of 1919 the raf still possessed 9 122 non obsolete aircraft with a further 1 100 more assigned to the fleet air arm while the famous se 5a and sopwith camel had by this time largely been consigned to history the raf possessed no less than 1 860 sopwith snipes which from 1920 would become the raf s standard single seat fighter for years to come other core types on charge on 31 december 1919 included some 1 650 bristol f 2b fighters and 1 250 de havilland dh 9as which together with the snipe accounted for over fifty per cent of the raf s inventory at that time avro 504 training aircraft accounted for a further 2 700 airframes in this flight craft special the authors provide a detailed and informative pictorial history of those scout fighter aircraft that served in an operational capacity with the raf from january 1920 until the last day of 1939 a period in which britain once again moved from an era of peace to war with an old enemy albeit this time hitler s totalitarian national socialist germany as opposed to the imperial germany of old as well as covering each of the fighter types used during the inter war period and featuring most of the squadrons the photographs themselves convey the sense of the technical advances that rapidly took root within britain s aero industries from the mid 1930s onwards moving from the brightly marked overall silver wood and linen biplanes to the dull camouflaged metal skinned monoplanes the progression of machine gun development from the lewis and vickers of the first world war to the later browning is covered spanning the days of the biplanes two fixed synchronised lewis or vickers 303 inch machine guns mounted in the forward fuselage to eight wing mounted 303 inch browning machine guns in the new monoplane fighters there is also a small but fascinating section on the monoplane also rans the monoplane fighters that were designed and had prototypes built but failed to reach the finishing post

when the raf rearmed to meet the growing threat from nazi germany s remorseless expansion in the late 1930s it faced immense challenges it had to manage a huge increase in size as well as mastering rapid advances in aviation technology to protect britain from attack the raf s commanders had to choose the right strategy and the right balance in its forces the choices had to be made in peacetime with no guidance from combat experience these visions then had to be translated into practical reality a shifting cast of government ministers civil servants and industrialists with their own financial political and military agendas

brought further dynamics into play the raf's readiness for war was crucial to britain's ability to respond to nazi aggression before war broke out and when it did the raf's rearmament was put to the acid test of battle adrian phillips uses the penetrating grasp of how top level decisions are made that he honed in his inside accounts of the abdication crisis and appeasement to dissect the process which shaped the raf of 1940 he looks beyond the familiar legends of the battle of britain and explores in depth the successes and failures of a vital element in british preparations for war

in the rise of the bomber raf army planning 1919 to munich 1938 the second book in the series author greg baughen uses archive material to reassess british air policy in the inter war years gone is the image of a royal air force starved of funds and struggling for survival against a bullying army and navy instead baughen describes how the air force set out to replace both the army and navy it blocked the development of a modern air tank strategy and won government backing for a defence policy built around the bomber the first weapon of mass destruction yet the time and money invested in the policy achieved nothing when put to the test in 1938 the equipment proved inadequate and the strategy flawed the air staff had misled the government deceived itself and left the country defenceless yet all was not lost unintentionally the air ministry had been creating the aircraft that might still save the country

this work examines the evolution of the raf's operational requirements for its home defence air force for bombers to mount a deterrent counter offensive and for fighters to provide direct defence of britain it discusses the management processes policies and decisions relevant to operational requirements on the basis of a detailed study of air ministry papers of the time by tracing the development of operational requirements the author exposes the thinking behind the raf's quest for effective fighter and bomber aircraft he describes the ideas and concepts of air warfare that were adopted in the 1920s and shows how these evolved into the air staff's requirements for the aircraft which the raf entered and fought in world war ii

this work describes the vital role of the air ministry in the development of the raf's fighters and bombers before wwii

through patterson's remarkable photography and nijboer's interviews with veterans gunner allows readers to imagine what it

must have been like to be an air gunner in the second world war 150 color photos plus historical b w photos

8 1 2 x 11 180 b w photosthis title completes a trilogy covering the design and development of british fighters and bombers from the end of the biplane era to the present day this new volume again emphasizes the designs that were never flown it covers aircraft projects that were prepared from the mid 1930s onwards and that were influenced by the growing threat of another war with germany through to some projects which appeared after the war was over the latter includes early jets such as the attacker sea hawk and venom which all flew post war but were designed to wartime or immediate post war requirements among the designs featured in this book are fixed gun fighters turret fighters twin engine cannon fighters light medium and heavy bombers torpedo bombers and flying boats as in the trilogy s first two volumes these designs are covered with detailed descriptions and data and numerous photographs of models or artists impressions showing how these designs would have looked unlike the post war years details of many earlier unbuilt projects have been lost but fortunately information on a great number of these has survived and this will form the most complete record to be published on these fascinating machines

a comprehensive directory of the aircraft that saw service during world war ii with over 300 entries covering the fighters bombers aircraft transport built in some 15 nations around the world

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