Britain Fighter Pilot
Read Free Spitfire The Experiences Of A Battle Of Britain Fighter Pilot

Flying Officer Allen Mawer confided to his diary, a candid and sometimes disconcerting record of his experiences. From the camaraderie of his mates to the stark realities of war, his words offer a unique perspective.

In London and Sydney, it seems to give a damn about you. Most of your mates are dead. There is no beer. War is hell. All this going on for what? It's just one damn thing after another. War doesn't get any better than this. It is 1943 and you are 23, living in a swamp that pretends to be an airstrip south of Darwin. These days the Japanese come over so infrequently that you are going troppo. None of the women you left behind in England or America seems to give a damn about you. Most of your mates are dead. There is no beer. War is hell. All this going on for what? It's just one damn thing after another.

Wellington Bombers for the RAF. A farmer's daughter from Oxfordshire, Mary Ellis fell in love with flying at the age of eleven, when she rode in a biplane at a flying circus. Already a licensed pilot by the time the Second World War broke out, Mary joined the Air Transit Auxiliary in 1941. As a ferry pilot, she transported aircraft for the Royal Air Force, including more than four hundred Spitfires and seventy-six different kinds of aircraft. After the war, Mary accepted a secondment to the RAF as one of the first pilots to fly the new Gloster Meteor, Britain's first fighter jet. By 1950, she became Europe's first female air commandant. In this authorized biography, Mary and biographer Melody Foreman vividly recount her action-packed career spanning almost a century of aviation. Mary says: I am passionate for anything fast and furious. I always have been since the age of three and I always knew I would fly. The day I stepped into a Spitfire was a complete joy and it was the most natural thing in the world for me. I have always been fascinated with aeroplanes. Even before I could walk, I would spend hours sitting under the family plane, watching the inlets and outlets that plugged the engines. From that point onwards, my fascination with aeroplanes has only grown.

The Silver Spitfire It is 1941 and you are 21, flying the most famous aircraft ever built. You have at your command a Merlin engine with 800hp and a V12 engine and four 20mm Hispano cannon. You spend your days hunting the Hun over the English Channel and your evenings partying in London, experiencing the perils of aerial combat and the hazards of wartime romance in the same day. You are one of the first pilots to fly the Spitfire, and you are among the few who can recall the days when the plane was the stuff of legend.

The Last Enemy Alex Henshaw spent the early days of World War II at Eastleigh, England, testing the immortal Spitfire fighter with Jeffrey Quill before being appointed Chief Test Pilot at Supermarine's new factory in Castle Bromwich. His flying career began in 1929 when he was just sixteen years old, and he had been made with Alex Henshaw flying an estimated ten percent of all Spitfires ever built. Often landing without aids of any kind, his breathtaking aerobatic style and complete mastery of the aircraft were to save his life on several occasions. His memoir, The Last Enemy, is the exhilarating and moving memoir of D. M. Crook, an airman in the legendary 609 Squadron - Blue Skies Spitfire Pilot.

The historian David Crook, who lived through the Second World War as a fighter pilot and a fighter pilot pilot, went on to recount in thrilling detail the dogfights, remarkable victories and tragic losses which formed the daily routine of Britain's heroic aerial defenders in that long summer of 1940. Often hopelessly outnumbered, the men of 609 Squadron in their state-of-the-art Spitfires committed acts of unimaginable bravery against the Messerschmitts and Junkers of Germany's formidable Luftwaffe. Many of Crook's fellow airmen did not make it back alive, and the absence they leave in the book also has an introduction by Professor Richard Overy.

The Fight in the Clouds offers a cockpit-seat view of one of the most critical moments of British history, when a handful of men stood up against the might of the German Air Force in defence of their country. This definitive edition, the first for more than sixty years, includes a new foreword by David Crook's daughter and Air Vice Marshal Sandy Hunter, Honorary Air Commodore of the 609 Squadron.
A Spitfire Girl

Annie Sullivan was little more than a half-blind orphan with a fiery tongue when she arrived at Ivy Green in 1887. Desperate for work, she'd taken on a seemingly impossible job—teaching a child who was deaf, blind, and as ferocious as any wild animal. But if anyone was a match for Helen Keller, it was the girl who'd been nicknamed Miss Spitfire. In her efforts to reach Helen's mind, Annie lost teeth to the girl's raging blows, but she never lost faith in her ability to triumph. Told in first person, Annie Sullivan's past, her brazen determination, and her connection to the girl who would call her Teacher are vividly depicted in this powerful novel.

Imperial War Museums' unparalleled archive, plus exclusive first-hand interviews, these stories of the Spitfire are a heartfelt tribute to this most iconic British machine. By focussing on the men (and women) who flew the Spitfire, John Nichol has brought a fresh and powerful perspective to the story. And by recording their bravery, humility, camaraderie, tragedy and sheer joy in flying their beloved Spits, he has done them—and us—a valuable service.

What Hitler hadn't planned for was the agility and resilience of a marvel of British engineering that would quickly pass into legend—the Spitfire. Bestselling author John Nichol's passionate portrait of this magnificent fighter aircraft, its many stories from Spitfire heroes and heroines of the Second World War. The Spitfire is the world's most iconic aeroplane. Brilliantly and engagingly written, this is the most readable story of the aircraft and her pilots,.
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An aviator's true story of WWII air combat, including two dramatic weeks in the skies above the besieged island of Malta. It describes the trials and tribulations, successes and frustrations of her life in the sky. What Amazon readers are saying: 

"Must read!" 5*
"An amazing book by an inspirational woman" 5*
"Drama, aircraft, relationships it's all there in this amazing women she was" 5*

Sailor Malan - Freedom Fighter In 1938 Brian Kingcome joined the RAF with a permanent commission and was posted to No 65 Fighter Squadron at Hornchurch, soon to be equipped with the Spitfire, and so it came about that Brian flew the Spitfire in her element.

During the Second World War, the Spitfire became the icon of Britain's defiance of Nazi Germany in those dark days of 1940 when Britain stood alone. Today it remains a symbol of great national pride - and the fascination in R. J. Mitchell's little fighter shows no sign of diminishing. Dilip Sarkar has spent a lifetime researching and publishing on the Spitfire, becoming a leading and internationally recognised authority on all aspects of the aircraft's history. This remarkable collection of wartime photographs is largely drawn from the personal albums of veterans and charts the history of the Spitfire from first design to first flight in 1936. It chronicles her role as an all-weather fighter in the Battle of Britain, as well as her experiences in action in other theatres of war.

The book is accompanied by an impressive collection of black and white photographs, many of which have never been published before. Brian Kingcome was one of the last of the Battle of Britain pilots of repute to put his extraordinary story into print; looked upon by other members of his squadron as possibly their finest pilot, his nonetheless unassuming memoirs are related with a subtle and compassionate regard for a generation who were, as he felt, born to a specific task. Brian's memoirs have been edited and introduced by Peter Ford, ex-National Serviceman in Malaya.

Squadron Leader Brian Kingcome was born in Canada in 1920 and joined the RAF in 1940, being posted to Malta in 1942. After flying Spitfires on the island beneath: the most bombed patch of ground in the world. One of those Spitfire pilots was George Beurling, nicknamed "Screwball," who in fourteen flying days destroyed twenty-seven German and Italian aircraft and damaged many more. In May 1943 Brian joined Desert Air Force in Malta and took command of 244 Wing. At this time he was confirmed Flight Lieutenant, acting Squadron Leader, acting Wing Commander and at twenty-five was one of the youngest Group Captains in the Royal Air Force. Brian Kingcome may have been the last Battle of Britain pilot of repute to put his extraordinary story into print; looked upon by other members of his squadron as possibly their finest pilot, his nonetheless unassuming memoirs are related with a subtle and compassionate regard for a generation who were, as he felt, born to a specific task. Brian's memoirs have been edited and introduced by Peter Ford, ex-National Serviceman in Malaya.

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Spitfire! The Experiences of a Fighter Pilot

By Brian Lane

This enabled identification of the wartime censor's blanks regarding people and places in Brian’s book, and the publication of Lane and 19 Squadron, forging close friendships with many of the unit’s surviving Battle of Britain pilots and support staff.

During the mid-1980s, Dilip began researching the life and times of both Brian and the RAF Spitfire, which is the subject of Dilip’s new book, published under the pseudonym B.J. Ellan.

Deeply moving was the discovery that in 1942 Brian was reported missing after a futile nuisance raid over the Dutch coast. During the mid-1980s, Dilip began researching the life and times of both Brian and the RAF Spitfire, which is the subject of Dilip’s new book, published under the pseudonym B.J. Ellan.

The author, Dilip, has discovered that Brian was the RAF’s tenth top-scoring fighter pilot. Leaving the RAF in 1945 and returning to South Africa, he was disgusted by Apartheid and in 1955 he turned his hand to politics, first in the National Party and later in the African National Congress.

The role of the R.A.F. Spitfires in the Battle of Britain is well-documented in material and literature that is available in the public domain. But if we are to understand the personal story behind the RAF Spitfire, it is essential to read this biography. It is the full story of a remarkable airman and politician.

Tragically, in 1963, he died, prematurely, aged just fifty-three, of Parkinson’s. Written with the support of the Malan family, this biography is the full story of a remarkable airman and politician.

Spitfire Girl

Adolph Gysbert Malan was born in Wellington, South Africa. A natural leader and driven individual with a total positive outlook, aged fourteen Malan became an officer cadet in the South African Merchant Navy, before being commissioned into the Royal Navy Reserve. Well-travelled and worldly-wise, aged twenty-five the intrepid adventurer applied for a Short Service Commission in the RAF. Universally known as ‘Sailor’ in the RAF, Malan became a fighter pilot.

By the war’s end, Group Captain Malan was the RAF’s tenth top-scoring fighter pilot. Leaving the RAF in 1945 and returning to South Africa, he was disgusted by Apartheid and in 1955 he turned his hand to politics, first in the National Party and later in the African National Congress.

Leading the three-squadron-strong Spitfire wing during operations over northern France. After a break from operations, Malan went on to command a succession of fighter training units, passing on his tactical genius and experience, and producing his famous ‘Ten Rules of Air Fighting’ which are still cited today.

By August 1940 he was commanding 74 Squadron, which he led with great distinction during the Battle of Britain. In March 1941, Malan was promoted and became the first Wing Commander (Flying) at Biggin Hill, the RAF's first nocturnal killing ground. By August 1940 he was commanding 74 Squadron, which he led with great distinction during the Battle of Britain. In March 1941, Malan was promoted and became the first Wing Commander (Flying) at Biggin Hill, the RAF's first nocturnal killing ground.

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Donahue, an American hailing from the corn fields of Minnesota. Donahue was a humble and unprepossessing man, but with a fierce sense of justice. Having been a pilot for some years before joining he was almost immediately thrown into the frontline. Despite his self-effacing nature his bravery in joining “The Few” during their time of greatest need is a testament to his keen military instinct and unswerving determination to do his duty.

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The author of this book, Bill Ash, a former pilot of the Royal Air Force, shares his experiences during World War II. Bill Ash, known as the "Silver Spitfire," goes back to his days as a young pilot and tells the gripping story of his service in the Battle of Britain.

In his book, "The Silver Spitfire," Bill Ash narrates the first-hand, gripping story of his heroic experience as an RAF fighter pilot and his reminiscences with his very own Spitfire. The book is a true page-turner, filled with the drama and bravery of a man fighting a desperate war thousands of feet above the ground. It is an undeniable classic and a true page-turner.

The author, Bill Ash, being ex-forces, and in his 40's, the daring-do books about the SAS and the Gulf Wars have been high on his agenda. He has gained 33 reader reviews on Amazon UK, 32 five-star and one four star. Here are a few excerpts:

"Enthralled!" By R.B. McQueen
"I've ever read. A wonderful book about a wonderful man"– Robert Elms, BBC
"This is the first North American paperback, McQueen look like Jim Carrey"– Alan Plater
"A story of bravery, humor and never-say-die"– The Times, London

Under the wire is a battle of wills, a war of nerves, a tension-filled escape from Nazi captivity. The book is a true page-turner, filled with the drama and bravery of a man fighting a desperate war thousands of feet above the ground. It is an undeniable classic and a true page-turner.

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The experiences of a Battle of Britain fighter pilot who was shot down and loses an eye, the other of his progeny, a second-generation fighter pilot who eventually reaches the rank of air marshal. The narrative is unique in its use of two separate and distinct voices. The author's own reminiscences are interwoven with those his father recorded more than thirty years ago, embellished by extracts from some 300 of his wartime letters. Intensely personal and revealing, controversial too at times, this account is above all about people, not least those with whom the author flew while serving with the USAF—a tour marked by tragedy; that said, they proved altogether more friendly than the P-38 pilots who twice attacked his father in North Africa! A daughter with dual citizenship subsequently helped him sustain his links with the US, both while serving and afterwards in business. The irony is that the son spent a lifetime training for the ultimate examination—one that, despite strictly limited preparation, his father passed with flying colors. To "Black" Robertson's eternal regret he was never able to put his own training to the test. His father, "Robbie," was awarded the DFC and retired as a flight lieutenant after five years or so. He himself served for nearly thirty-six years, earned a Queen's Commendation, an OBE and CBE and served as an ADC to HM The Queen. But after reaching almost the top of the RAF tree, in one important sense he retired unfulfilled; his mettle was never tested under fire. Anyone interested to know more about flying, about the RAF, about leadership, about character even, need look no further than this beautifully crafted, immensely readable account. Praise for Fighters in the Blood "Offers an insightful look into the professional development of an RAF airman from Cranwell cadet to Air Marshal, the evolution of the Royal Air Force itself from the early jet era of Hunters through the demanding days of NATO versus the Warsaw Pack and the defence of British interests (e.g. the Falklands) with the Phantom, and then on into the post-Cold War world where the need to strengthen RAF airpower is challenged by drawdowns, budgetary stringencies, and often misguided Mandarins driving questionable defence policy. I was struck by how beautifully the author integrated his father into the story... it is at once very moving and very effective, and, once again, works to integrate the RAF "then" with the RAF of the 1960s-1990s. The photographs are wonderful. This book is a real winner." —Dr. Richard P. Hallion, Aerospace Historian

Malta Spitfire Pilot Lane was the author of Spitfire!, originally published in 1942 under the pseudonym B.J. Ellan. The book is a first hand account of his experiences as a front line Spitfire pilot and is one of only a few contemporaneous autobiographical accounts of the life of a Battle of Britain Spitfire pilot.