

# A 17 Broadsword Heavy Bomber

Martin Caidin

**Dead Before Dawn** Frank Broome,2008-09-22 Frank Broome was a 15 year old schoolboy when he experienced the three major blitzes in his home city of Coventry and at the age of 17 volunteered for the Royal Air Force Volunteer Reserve in 1942 for pilot training. This autobiography, based on his copious diary entries and log books traces his pilot training in the UK, Canada and the USA where he flew single and twin-engined aircraft. Despite his almost perfect training record he, like many of his fellow trainees at this time, was not to gain his R.A.F. wings. There was a shortage of air crew, other than pilots, and Frank eventually transferred to an air-gunnery course. On his return to the UK he undertook operational crew training on Wellington as a tail gunner and made operational training sorties over enemy territory shortly after the D-Day landings. His crew then converted to four-engined heavy bombers first the Halifax and then the Lancaster. He gives first-hand detailed accounts of the many missions during his tour with No. 626 Squadron during the height of Bomber Commands massed raids over Germany and occupied Europe. Excitement abounds with narrow squeaks from enemy night-fighters, radar directed anti-aircraft fire and other hazards of this most dangerous task. He eventually flew with two Wing Commanders and a Squadron Leader with crews who gained several gallantry awards. His book is written with a skill that portrays the dangers inherent in his task, the humor of service life and the sound reasons why his generation were proud to fly with Bomber Command.

**Boeing B-17** Graham M. Simons,Harry Friedman,2011-12-01 "Fascinating insight into the early development of the B-17 Flying Fortress . . . undoubtedly outshines other books on this significant WWII aircraft." –Air Mail The Boeing B-17 was the first American heavy bomber to see action in World War II when it was supplied to the RAF. The design originated in 1934 when the US Air Corps was looking for a heavy bomber to reinforce air forces in Hawaii, Panama and Alaska. For its time, the design included many advanced features, and Boeing continued to develop the aircraft as experience of the demands of long-distance flying at high altitude was gained. When the United States entered WWII, production of the aircraft was rapidly increased and it became the backbone of the USAAF in all theaters of war. This book describes how it was built and utilizes many hitherto unpublished photographs from the design studio and production lines. It illustrates and explains the many different roles that the aircraft took as the war progressed. Heavy bomber, reconnaissance, antisubmarine, and air-sea rescue operations; there were few roles that this solid design could not adopt.

*The Heavy Bomber Offensive of WWII* Martin W. Bowman,2015-05-31 This book contains fourteen stirring accounts, each conveying an authentic sense of what it was really like to fly as a member of air-crew during the various bombing operations of the Second World War. The storytellers are an eclectic mix of pilots, navigators, bomb aimers, wireless operators and gunners who flew on operations in heavy bombers. It conveys the terror of being coned by German searchlights over the target, attacks by Luftwaffe night-fighters, often catastrophic damage to aircraft and the ensuing struggle to keep the machine airborne on the return trip to base. It tells of the comradeship between the crew and the humour between them, often borne of fear. The gentle and unassuming narratives include 'Millennium'; 'One of Our Aircraft Is Missing'; Bomber's Moon; 'Bombing Berlin' 'The Ordeal Of Pilot Officer Romans DFC'; Last Man Out' operations on Whitleys and Halifaxes; Flying Officer 'X'; Stirlings; 'Rescue At Sea' 'The Incendiary Load's Alight'; 'The Night Of The Bombs' and 'The Kassel Raids of 1943' as well as BBC Broadcasts and stories by Allied war correspondents. Each of these accounts conveys the sense of purpose that these men felt in doing one of the most dangerous jobs of the war. It is a fitting tribute to those that survived and the many thousands who died in the struggle against Hitler's dreadful ambitions in Europe.

Wings at War: Sunday punch in Normandy, the tactical use of heavy bombardment in the Normandy invasion Center for Air Force History (U.S.),1945

**Winged Shield, Winged Sword** Bernard C. Nalty,1997 This is the milestone official comprehensive history of the United States Air Force with compelling stories about America's airmen and their aircraft. This document, Volume I, contains the first 12 chapters and begins with balloons and the earliest heavier-than-air machines. It carries the story through World War II to the establishment of the United States Air Force as a service separate from, but equal to, the Army and the Navy.--barnesandnoble.com

*Winged Shield, Winged Sword 1907-1950* Bernard C. Nalty,2003-11 Describes and analyzes, in the context of national policy and international rivalries, the evolution of land-based air power since the United States Army in 1907 established an Aeronautical Division. Provides a clearer understanding of the central role of the Air Force in current American defense policy.

**B-29 Superfortress** Graham M. Simons,2012-09-19 "A well written history of a history-changing aircraft," the bomber that carried the two atomic bombs that destroyed Hiroshima and Nagasaki in WWII (Aeromilitaria). The Boeing B-29 Superfortress was a four-engined heavy bomber flown primarily by the United States in World War Two and the Korean War. The name "Superfortress" was derived from that of its well-known predecessor, the B-17 Flying Fortress. The B-29 was the progenitor of a series of Boeing-built bombers, reconnaissance aircraft, trainers and tankers including the variant, B-50 Superfortress. The B-29 was one of the largest aircraft to see service during World War Two. A very advanced bomber for its time, it included features such as pressurized cabins, an electronic fire-control system and remote-controlled machine-gun turrets. Though it was designed as a high-altitude daytime bomber, in practice it actually flew more low-altitude nighttime incendiary bombing missions. It was the primary aircraft in the American firebombing campaign against Japan in the final months of World War Two. Unlike many other World War Two-era bombers, the B-29 remained in service long after the war ended, with a few even being employed as flying television transmitters. The type was finally retired in the early 1960s, with 3,960 aircraft in all built. Without doubt there is a clear, strong requirement to "put the record straight" using primary source documentation to record the undoubted achievements alongside and in context with the shortcomings to the type's design and operation that have otherwise received scant attention. The book covers all variants and is profusely illustrated.

**The B-17 - The Flying Forts** Martin Caidin,2010-09-15 There is no such thunder in history -- nor ever will be again -- as the deep-throated roar of the mighty, four-engined B-17s that streamed across the skies in World War II. The long runways are silent now, the men and planes are gone. But out of the massive files of records available, and the memories of the men who flew, Martin Caidin has assembled this dramatic portrait of America's most formidable heavy bomber of the war. The B-17: The Flying Forts recreates a vanished era and a great and gallant plane -- a plane that could absorb three thousand enemy bullets, fly with no rudder, and complete

its mission on two engines. A plane that American pilots flew at Pearl Harbor, Tunis, Midway, Palermo, Schweinfurt, Regensburg, Normandy, and Berlin, in thousands of missions and through hundreds of thousands of miles of flak-filled skies. A plane that proved itself in every combat theater as the greatest heavy bomber of World War II.

*D-Day Bombers* Stephen Darlow, Shanda Brown, 2010 Eyewitness accounts of heavy bombers on D-Day. Rarely told story of what happened above the beaches. Detailed descriptions of various bombing runs.

**The Men Who Flew the Heavy Bombers** Martin W. Bowman, 2022-08-09 Martin Bowman's considerable experience as a military historian has spanned over forty years, during which time he has amassed a wealth of material on the participation by RAF and Commonwealth and US 8th and 15th Air Force crews in the series of raids on the cities and oil transportation and industrial targets in the Third Reich, culminating in 'Round-the-Clock' bombing by the RAF, operating at night on the largely forgotten Stirling, the gamely Halifax and ultimately the more successful Lancaster, and the US 8th Air Force B-17 Flying Fortress and B-24 Liberator crews by day on a target list so long and wide ranging that it defies the imagination. Hundreds of hours of painstaking and fact-finding research and interviews and correspondence with numerous airmen and women and their relatives, in Britain, America and beyond has been woven into a highly readable and emotional outpouring of life and death in combat over the Third Reich as the men of the RAF and Commonwealth and American air forces describe in their own words the compelling, gripping and thought-provoking narrative of the Combined Bomber Offensive in World War Two, which resulted from the RAF nocturnal onslaught and the American unescorted precision attacks on targets throughout the Reich until the P-51 Mustang escort fighters enabled the 8th to assume the mantle of the leading bombing partner in theatre. February and March 1945 saw the most intense bombing destruction when Nazi defences were minimal or absent and the war was all but over. Final victory in May 1945 came at a high price indeed. Half of the U.S. Army Air Forces' casualties in World War II were suffered by Eighth Air Force, with in excess of 47,000 casualties, with more than 26,000 dead. RAF Bomber Command lost 55,573 men killed out of a total of 125,000 aircrew and 8,403 wounded in action while 9,838 became prisoners of war. RAF and American bomber crews could, therefore be forgiven for thinking they had won a pyrrhic victory; one that had taken such a heavy toll that negated any true sense of achievement, though, if nothing else, the human effort spent by RAF Bomber Command and the Eighth Air Force did pave the way for the Soviet victory in the east.

**Fast Tanks and Heavy Bombers** David E. Johnson, 2013-02-15 The U.S. Army entered World War II unprepared. In addition, lacking Germany's blitzkrieg approach of coordinated armor and air power, the army was organized to fight two wars: one on the ground and one in the air. Previous commentators have blamed Congressional funding and public apathy for the army's unprepared state. David E. Johnson believes instead that the principal causes were internal: army culture and bureaucracy, and their combined impact on the development of weapons and doctrine. Johnson examines the U.S. Army's innovations for both armor and aviation between the world wars, arguing that the tank became a captive of the conservative infantry and cavalry branches, while the airplane's development was channeled by air power insurgents bent on creating an independent air force. He maintains that as a consequence, the tank's potential was hindered by the traditional arms, while air power advocates focused mainly on proving the decisiveness of strategic bombing, neglecting the mission of tactical support for ground troops. Minimal interaction between ground and air officers resulted in insufficient cooperation between armored forces and air forces. *Fast Tanks and Heavy Bombers* makes a major contribution to a new understanding of both the creation of the modern U.S. Army and the Army's performance in World War II. The book also provides important insights for future military innovation.

**Bombing Accuracy** United States Strategic Bombing Survey, 1947

**Shot at and Missed** Jack R. Myers, 2014-10-30 In this riveting narrative, Jack R. Myers recounts his experiences as a B-17 bombardier during World War II. Commissioned a second lieutenant in 1944 at age twenty, Myers began flying missions with the 2nd Bomb Group, U.S. Fifteenth Air Force. He learned firsthand the exhilaration—and terror—of being shot at and missed. Based in Italy, the Fifteenth Air Force flew strategic bombing raids over southern Germany, Austria, Hungary, Rumania, and Czechoslovakia. Less celebrated than the Eighth Air Force, which flew out of England, the Fifteenth, nevertheless, was pivotal in dismantling the German industrial complex. Myers offers an insider's view of these missions over southern and central Europe. The reader goes with him into the highly exposed Plexiglas nose of the Flying Fortress, flying with him through the flak-filled skies of Europe and peering with him through his Norden bombsight at Axis targets. On average, a heavy-bomber crewman survived only sixteen bombing missions. Myers survived his allotted thirty-five missions before being honorably discharged in 1945.

**Shattered Sword** Jonathan Parshall, Anthony Tully, 2011 Many consider the Battle of Midway to have turned the tide of the Pacific War. It is without question one of the most famous battles in history. Now, for the first time since Gordon W. Prange's bestselling *Miracle at Midway*, Jonathan Parshall and Anthony Tully offer a new interpretation of this great naval engagement. Unlike previous accounts, *Shattered Sword* makes extensive use of Japanese primary sources. It also corrects the many errors of Mitsuo Fuchida's *Midway: The Battle That Doomed Japan*, an uncritical reliance upon which has tainted every previous Western account. It thus forces a major, potentially controversial reevaluation of the great battle. The authors examine the battle in detail and effortlessly place it within the context of the Imperial Navy's doctrine and technology. With a foreword by leading WWII naval historian John Lundstrom, *Shattered Sword* will become an indispensable part of any military buff's library. Winner of the 2005 John Lyman Book Award for the Best Book in U.S. Naval History and cited by *Proceedings* as one of its Notable Naval Books for 2005.

**Battle of Britain 1917** Jonathan Sutherland, Diane Canwell, 2006-06-19 In the autumn of 1916 the Germans began to equip with the Gotha twin-engine bomber. The Gothas were designed to carry out attacks across the channel against Britain. A group of four squadrons was established in Belgium, and they carried out their first bombing raid towards the end of May 1917. This 22 aircraft sortie, against the town of Folkestone, caused 95 deaths. In mid June a force of 18 Gothas attacked London in broad daylight. Over 90 British fighters met them, but not one Gotha was brought down. This bombing raid caused 162 deaths. From mid-September an even larger, more potent bomber joined the Gothas. The Zeppelin-Staaken Riesenflugzeug or Giant bomber. It had a range of about 800km (500 miles). The Gotha/Giant night raids continued throughout 1917, almost unscathed until December when the British began to have success in intercepting the Gothas at night. Anti-aircraft fire was also becoming more effective and the increased use of barrage balloons affected the bombers. By the end of the war a 50-mile long line of barrage balloons surrounded London. In the meantime the Giants continued a small but influential campaign against London. On 16 February, during a four aircraft raid, a Giant dropped a 1,000 kg (2,200 lb)

bomb—the largest used by anyone in the war—and blew up a wing of the Chelsea hospital.

**Sword & Shield of Zion** David Rodman,2013-04-15 The Israel Air Force (IAF) has accumulated as much battle experience as any air force in the world during the post-Second World War era, and it has recorded many outstanding accomplishments throughout a seemingly endless string of interstate wars, asymmetrical wars, counterinsurgency campaigns, and special operations. This book examines the IAF's experience in the ArabIsraeli conflict from the establishment of Israel in 1948 to the present day. It analyses this experience through the prisms of manoeuvre warfare, attrition warfare, counterinsurgency warfare, special operations, and humanitarian operations. The book reviews the IAF's performance in such wars as the 1967 Six-Day War, the 196970 War of Attrition, the 1973 Yom Kippur War, the 2006 Second Lebanon War, and the 20089 Gaza War. The book also scrutinizes the IAF's participation in major counterinsurgency campaigns and special operations, traces the air force's experience with unmanned aerial vehicles (UAVs), which have occupied a very prominent place in air operations since the 1982 Lebanon War, and chronicles its experience with anti-aircraft defences and satellites. Up-to-date information on the IAF's bases, squadrons, and other infrastructure is provided as well. The book is based on personal visits to the IAF over the past few years, during which the author had the opportunity to tour bases, listen to lectures and briefings, and speak with numerous retired, reserve, and active duty officers.

The Men Who Flew the Heavy Bombers Martin W. Bowman,2022-08-09 Martin Bowman's considerable experience as a military historian has spanned over forty years, during which time he has amassed a wealth of material on the participation by RAF and Commonwealth and US 8th and 15th Air Force crews in the series of raids on the cities and oil transportation and industrial targets in the Third Reich, culminating in 'Round-the-Clock' bombing by the RAF, operating at night on the largely forgotten Stirling, the gamely Halifax and ultimately the more successful Lancaster, and the US 8th Air Force B-17 Flying Fortress and B-24 Liberator crews by day on a target list so long and wide ranging that it defies the imagination. Hundreds of hours of painstaking and fact-finding research and interviews and correspondence with numerous airmen and women and their relatives, in Britain, America and beyond has been woven into a highly readable and emotional outpouring of life and death in combat over the Third Reich as the men of the RAF and Commonwealth and American air forces describe in their own words the compelling, gripping and thought-provoking narrative of the Combined Bomber Offensive in World War Two, which resulted from the RAF nocturnal onslaught and the American unescorted precision attacks on targets throughout the Reich until the P-51 Mustang escort fighters enabled the 8th to assume the mantle of the leading bombing partner in theatre. February and March 1945 saw the most intense bombing destruction when Nazi defences were minimal or absent and the war was all but over. Final victory in May 1945 came at a high price indeed. Half of the U.S. Army Air Forces' casualties in World War II were suffered by Eighth Air Force, with in excess of 47,000 casualties, with more than 26,000 dead. RAF Bomber Command lost 55,573 men killed out of a total of 125,000 aircrew and 8,403 wounded in action while 9,838 became prisoners of war. RAF and American bomber crews could, therefore be forgiven for thinking they had won a pyrrhic victory; one that had taken such a heavy toll that negated any true sense of achievement, though, if nothing else, the human effort spent by RAF Bomber Command and the Eighth Air Force did pave the way for the Soviet victory in the east.

**B-29 Superfortress Units of World War 2** Robert F Dorr,2012-12-20 The ultimate piston-engined heavy bomber of World War 2, the first production B-29s were delivered to the 58th Very Heavy Bomb Wing in the autumn of 1943. By the spring of 1944 the Superfortress was bombing targets in the Pacific, and by war's end the aircraft had played as great a part as any weapon in ending the conflict with the Japanese. Indeed, the final dropping of two atomic bombs from the B-29 convinced the Japanese to sue for peace. This book traces the wartime career of the B-29, as the aircraft went from strength to strength in the Pacific Theatre.

**German Flak Defences vs Allied Heavy Bombers** Donald Nijboer,2019-10-31 Since the end of World War II, the strategic bombing of Germany has inspired numerous studies, countless books and several documentary films, and it is not surprising. With more than one million tons of bombs dropped, close to 300,000 civilians killed, 700,000 wounded and in excess of 3,500,000 industrial and residential structures destroyed, the Allied bomber offensive was industrial war on a grand scale. The air battle that raged over Germany has often been described as a battle between Allied and German fighters but what has been frequently missed by historians on all sides is the impact of German anti-aircraft defences (flak). Though often dismissed as ineffective and a waste of valuable material and personnel, the German flak arm made a major contribution to the defence of the Third Reich – at least half of the American aircraft shot down over Germany fell to flak, and according to the RAF Official History, it was estimated that flak accounted for 1229 of 3302 aircraft lost by Bomber Command between 1942 and April 1945. Additionally, the strategic role of flak extended beyond simply shooting down aircraft – its other, more important task was to force bombers to drop their ordnance sooner or from a higher altitude, thus reducing bombing accuracy. Both these roles are explored in depth in this detailed study of the German flak defences and of their adversaries, the Allied heavy bombers. Containing full-colour illustrations including cockpit scenes and armament views, this is the definitive guide to the much-overlooked conflict between Allied planes and German anti-aircraft defences.

B-17 Combat Missions Martin W. Bowman,2007 The B-17 Flying Fortress is, along with the British Avro-Lancaster, the most famed heavy bomber of World War II. More than 12,000 B-17s were built and the planes were the mainstay of the Eighth Air Force's campaign of daylight precision-bombing raids on targets in Germany and the occupied territories. Unsurprisingly, given the B-17s pre-eminent role in the war, many books have been published on the aircraft and the men who flew in them. These fall into two categories. On one hand there are the largely text-only books recounting the experiences of the airmen who flew B-17 missions (most famously, Brian D. O'Neill's Half a Wing, Three Engines and a Prayer, and John Comer's Combat Crew); on the other are the many illustrated books that focus mainly on the plane's technical development and capabilities. Uniquely, B-17: Combat Missions combines the two approaches, describing in detail both the technical role of each crew-member, and following this up with extensive first-hand reports, many drawn from previously unpublished oral histories, showing what it was like to be, for example, a ball-turret gunner or a co-pilot. Equipment is described in detail, as is what it was like to use it. Throughout the book, the text is accompanied by newly commissioned and archive photos. In the introductory and final chapters, daily life is described for the airmen when not flying on missions. Photos of magazines, posters and other items of memorabilia evoke the atmosphere of the time, complementing the vivid picture drawn of the brave men of the US Eighth in action in the 'wide blue yonder'.  
AUTHOR: Martin Bowman is the author of eighty-six books on USAF/USN and RN/RAF operations. For many years he has been a frequent contributor of photographic and

written articles to Flight International, Rolls-Royce Magazine, and Aeroplane Monthly. Major General Lewis E. Lyle (USAF Retd) led the 379th bomb group in World War II. SELLING POINTS: \* The first fully illustrated book to combine operational and design information with first-hand accounts of combat missions \* More than 200 photographs \* Newly researched oral histories featured throughout

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