

# Macchi C 202

Marco Mattioli

*Macchi C.202 Folgore* Davide F. Jabes,Alessandro Romanello,Niccolò Tognarini,2021-12-02 The Macchi C.202 was probably the most successful Italian fighter during the Second World War. It is generally agreed that the performance of the Macchi was superior to both the Hawker Hurricane and the Curtiss P-40 Kittyhawk and on a par with the Supermarine Spitfire Mk. V. It is not by chance that virtually all the Italian top scoring aces flew this plane either with the Regia Aeronautica or the Aeronautica Nazionale Repubblicana. At the same time, the Mc.202 is the symbol of the dysfunctions in the Italian military-industrial complex: the lack of sound industrial planning resulting in orders from the Regia Aeronautica for an exaggerated number of different aircraft; the lack of the development of adequate engines limiting aircraft performance and reducing capacity to house weapons with a proper punch; the corruption of politics and the culpable connivance of the high military spheres. The Mc.202 was therefore produced in limited numbers, while there is consensus that air war, especially in the African theatre, would have been different had the aircraft been adopted before.

*Macchi C.202 in Action* Roberto Gentilli,Luigi Gorena,1980

*Macchi C. 202 Folgore* Davide F. Jabes,Alessandro Romanello,Niccolo Tognarini,2022-02-03 The Macchi C.202 was probably the most successful Italian fighter in WW2, the aircraft of almost all Italian top scoring aces. Mc.202 was fast and manoeuvrable, on par with, or better than the allied fighters of the same period. However, there were too few machines to exert a determinant role during the war due to inadequate planning and resources.

*Macchi C.202/C.205V Units in Combat* Marco Mattioli,2022-05-26 A study of the Macchi Folgore and Veltro, the most successful Italian fighters in World War II. With specially commissioned profiles, the book examines how these fighters were conceived, their performance and the fascinating stories of their pilots. Italian fighters, such as the Fiat G.50 and Macchi C.200, had always struggled with their straight-line speed and restricted armament when engaging their Allied counterparts. To solve these problems, Macchi initially designed the C.202 Folgore using German engines, which contributed to create a faster aircraft, with a superior rate of climb and reachable altitude. Folgore's success in various North African engagements then paved the way for the development of Macchi's most successful fighter, the C.205V Veltro, which managed to combine increased speed and increased power. Packed with specially commissioned artwork and original photos, and written by Italian military aviation specialist Marco Mattioli, this fascinating book explores how the premier Italian fighter of the war came to life and the historical circumstances that prevented it from becoming one of the most dreaded aircraft in the Mediterranean.

**Macchi C. 202 Folgore 3rd Edition** Przemyslaw Skulski,2020-11-15 Third edition, revised and extended. The development of the most famous Italian WWII fighter is described and illustrated. Combining the agility and excellent flying characteristics of the earlier MC.200 with a powerful German aero-engine, the Folgore was the best Italian fighter in large-scale service. It served with the Regia Aeronautica and other forces, including the Croatian air arm. This book describes the design, development and operations of this elegant and effective fighter. This expanded 3rd edition contains: scale plans, photos and drawings from Technical Manuals, superb colour illustrations of camouflage and markings, and rare b&w archive photographs. Colour photos of the preserved aircraft illustrate all aspects of the airframe.Essential reading for aviation enthusiasts & scale aeromodellers.

**Spitfire V vs C.202 Folgore** Donald Nijboer,2014-04-20 The inability of the Italians and Germans to invade Malta proved decisive for Allied victory in the Mediterranean during World War II, as the islands provided the Allies with a base from which to project air power. Early Italian efforts to pound the islands into submission were supplemented by major German forces from January 1942 and in a few weeks the situation for the defenders reached a critical stage; in response, in March 1942 the first Spitfires were delivered to Malta. Throughout the summer C.202s fought over Malta, escorting tiny formations of Cant Z.1007s, SM.79s and Ju 88s. The fighting subsided in August and September, but grew in strength with the arrival of more C.202s. In October the Regia Aeronautica could muster three Gruppi with a total of 74 C.202s. For ten days the Italians pressed a relentless attack before attrition brought the offensive to a halt. Throughout the bombing campaign the British were able to supply Malta with ever increasing numbers of Spitfires.

*Italian Aces of World War 2* Giorgio Apostolo,2012-12-20 Flying aircraft such as the Macchi 200-202, Fiat G.50 and biplane Fiat CR.42, the Italian fighter pilots were recognised by their Allied counterparts as brave opponents blessed with sound flying abilities, but employing under-gunned and underpowered equipment. Following the Italian surrender in September 1943, a number of aces continued to take the fight to the Allies as part of the Luftwaffe-run ANR, which was equipped with far more potent equipment such as the Bf 109G, Macchi 205V and Fiat G.55. Flying these types, the handful of ANR squadrons continued to oppose Allied bombing raids on northern Italy until VE-Day.

*Macchi Mc 202 Folgore* Maurizio Di Terlizzi,1999

**Macchi Mc.202** Alessandro Cardasco,Camillo Cardasco,2019-04-19 In May 1941 the men of the 17th Gruppo in force at the 1st Stormo Caccia, received the first batch of the new fighter designed by eng. Mario Castoldi: the MC.202 Folgore.Derived from the previous Macchi MC.200, but equipped with a more powerful and aerodynamic engine in-line layout (the Daimler Benz 601 A-1 initially German made, then later on produced on licence by Alfa Romeo) and a closed cockpit, was built in about 1100 units divided into 13 series by Macchi, Breda and SAI Ambrosini.The basic concept was never distorted, the approximately 100 changes reported during its four years of service, essentially concerned on the armoring to protect the pilot, the addition of two wing guns from 7.7 mm (in addition to the two standard 12.7 mm in front of the cockpit), an anti-sand equipment for the desert theater, a new tail unit and other secondary details.Intended for the main operational theaters, from North Africa to Russia, passing through the fighting on Malta, it proved a step forward in terms of performance compared to its predecessors but not yet adequate in terms of armament and equipment, radio in particular.At the end of 1943 the Folgore began to feel the weight of the years and was used as a basis for the development of the next MC.205.

*Macchi C.200 Saetta* Jose Fernandez,2012-10-01 The Macchi C.200 Saetta (also variously identified as the MC.200) was a WWII fighter aircraft built by Aeronautica Macchi in Italy, and used in various forms throughout the Regia Aeronautica (Italian Air Force). The C.200 had excellent maneuverability and the general flying characteristics left little to be desired. The design, development and operations of these aircraft is told in detail, illustrated with many previously unpublished photos. Color schemes and markings are described and illustrated. Scale plans in 1/72nd and 1/48th. The author is a renowned aviation historian, with many books in both French and English to his name.

*Macchi C.202 Folgore* Dariusz Karnas,2016-06-27 Scale plans in 1/72, 1/48 and 1/32 of Macchi C.202 Folgore variants. A3 size pages in A4 pb. All subversions are shown.

**Macchi C.205 Veltro** Przemyslaw Skulski,2020-03-19 Comprehensive technical details of the Macchi, C.205 VeltroProduction and service photos. A wide range of color profiles. Rare color photographs from W.W.II.Detailed photographs featuring modern highly accurate restorations, inside and out, and including under rebuild and servicing details.Profusely illustrated with photos, including a comprehensive walk-around section showing all aspects of the airframe, and diagrams from official manuals.This book provides all the core technical details of the Macchi, C.205 Veltro in one compact, economical volume.Essential reading for aviation enthusiasts & scale aeromodellers.Scale plans of all versions. color profiles.

*Fiat CR.42 Aces of World War 2* Håkan Gustavsson,Ludovico Slongo,2013-02-20 The Fiat CR.42, a logical development of the Fiat CR.32, was the last single-seat fighter biplane to be produced. It entered service with the Italian Regia Aeronautica in May 1939 before being exported to Belgium, Hungary and Sweden. Its combat debut came when the Belgian air force threw its fleet into action during the German invasion of the Low Countries on 10th May 1940. Despite being quickly overwhelmed, the Belgian pilots managed to make a number of aerial claims. The CR.42 became

heavily involved in the fighting in North Africa and although it was gradually replaced by more modern fighters, it continued in a point defence and ground support role until the end of the war. Drawing on research from a range of sources, this book examines the extensive employment of the Italian fighter plane during the course of World War II.

**The Schneider Trophy Seaplanes and Flying Boats** Ralph Pegram,2012-10 Timed to coincide with the one hundredth anniversary of the Schneider Trophy, this book is a history of over one hundred different aircraft that contested the trophy between 1913 and 1931. The book includes amazing drawings and photographs of the aircraft that have never been seen before.

**Macchi C.205 Veltro Walk Around** Maurizio Di Terlizzi,2008 With Allied bombing raids increasing in 1942, Italy's High Command launched a competition for Serie 5 (5th series) fighters. Fitted with a German DB.605 engine, the sleek Macchi C.205s proved to be able to blast Spitfires out of the sky after they were introduced in November 1942. The addition of a wing-mounted 20mm in the spring of 1943 enabled the C.205 to take on US heavy bombers as well. Following the Italian Armistice, some C.205s turned their guns on Axis aircraft with success as well, even as Mussolini's loyalists continued to fly the plane in the colors of the German-backed Social Republic in the north. The Germans took advantage of the fighter, temporarily equipping an entire Gruppe of JG77. After the war, modified C.205s went on to serve the Royal Egyptian Air Force during its 1948 war with Israel.

**Spitfire Aces of North Africa and Italy** Andrew Thomas,2013-02-20 Although most famous for their role in the Battle of Britain, many Spitfire squadrons also served in the Mediterranean theatre, aiding the Allied victories in North Africa and later in the invasion of Italy. Numerous pilots, both Royal Air Force and South African Spitfire squadrons, made ace during these engagements. This book tells their story.

**Savoia-Marchetti S.79 Sparviero Torpedo-Bomber Units** Marco Mattioli,2014-10-20 Italy's most successful wartime bomber, the S.79 saw combat with the Regia Aeronautica in France, Yugoslavia, Greece, North Africa, East Africa and in the Mediterranean. Initially developed as a transport, the aircraft evolved into a dedicated medium bomber during the Spanish Civil War in 1936. The manufacturer then produced the S.79-II torpedo-bomber which entered service in 1939 - which primarily saw service against the Royal Navy in the Mediterranean. Illustrated with 30 full colour profiles of the main units that saw action with either the Regia Aeronautica or the ANR, this title is the first of two volumes to cover the development history and wartime performance of the S.79.

*The Petlyakov Pe-2* Peter C. Smith,2020-03-30 The definitive book on the development and deployment of the Soviet Union's supreme dive-bomber-with rare archival and private photos. During the Second World War, the Petlyakov Pe-2 Peshka was the Soviet Union's main dive- and light-bomber in operations across the Eastern Front. It became a mainstay of the Soviet counteroffensive that led to the fall of Berlin. They also led the way in the brief but annihilating Manchurian campaign against Japan in the closing days of the war in 1945. Conceived by a team of top aircraft designers whom Stalin had incarcerated on political charges, the Peshka had originally been designed as a high-altitude twin-engine fighter plane. But due to the outstanding success of the German Stukas in the Blitzkrieg, it was quickly transformed into the fastest dive-bomber in the skies. Only a handful had reached front lines by the start of Operation Barbarossa in June 1941. But by 1945, more than 11,000 of the type were built, including many variants. Many of these remained in service with the air forces of Yugoslavia and the Warsaw Pact countries into the 1950s. Using official sources, including the official Pe-2 handbook, as well as rare color and black-and-white photographs from both official and private collections, this is the definitive record of the Pe-2.

**Me 210/410 Zerstörer Units** Robert Forsyth,2019-11-28 Intended as a progressive development of the twin-engined Bf 110 Zerstörer ('destroyer' or heavy fighter), the Me 210 first took to the air in September 1939. However, due to a lack of sufficient flight-testing before being declared service-ready, the Me 210 suffered from a less than satisfactory reputation in respect to its flight characteristics and weak undercarriage. After enhancements were made to the fuselage and wings, and the power of the plane was increased, the Me 210 became the Me 410 in late 1942. By this stage of the war much was expected of the two types, which were forced to fly in very dangerous skies over North Africa and in the defence of the German homeland. Both aircraft were deployed as heavy fighters, fighter-bombers, reconnaissance platforms and interceptors, seeing service with a number of different units. The Me 410 was fitted with 30 mm cannon, 21 cm underwing mortars and the colossal 5 cm BK cannon that was intended to pack a punch against the USAAF's four-engined bombers which threatened the Reich in large numbers from 1943 onwards. In this title, supported by contemporary photography and full-colour artwork, Robert Forsyth tells the complex story of the Me 210 and 410, detailing their development and assessing their capabilities as combat aircraft.

*Yokosuka D4Y 'Judy' Units* Mark Chambers,2021-09-16 In 1938, the Yokosuka Naval Air Technical Arsenal, acting under the requirements issued by the Kaigun Koku Hombu for a Navy Experimental 13-Shi Carrier Borne specification for a dive-bomber to replace the venerable 'Val' aboard carriers. The resulting D4Y Suisei ('Comet'), codenamed 'Judy' by the Allies, was initially powered by a licence-built German Daimler-Benz DB 601 inline engine as used in the Bf 109E. Despite making an inauspicious combat debut during the Battle of Midway in June 1942, the 'Judy' eventually proved to be an important asset for the IJNAF during battles in the latter years of the Pacific War. Its great successes resulted in the sinking of the escort carrier USS Princeton in an early kamikaze attack of the Philippines and the near sinking of the fleet carrier USS Franklin in a dive-bombing attack off Japan. While the Judy had an impressive top-speed, like its predecessor, and many other Japanese military aircraft, it possessed design shortcomings including inadequate armour protection for its aircrew and no self-sealing fuel tanks. As a result, when pitted against new, advanced US Navy fighters suffered horrendous losses. During the final months of World War 2 it became apparent that there would be no Japanese victory. Acting out of desperation, the IJNAF employed the 'Judy' in the dreaded kamikaze role, in which it excelled due to its high-speed characteristics. Most notably, the D4Y mounted one of the last combat actions of World War 2 when a flight of 11 Judies, personally led by the instigator of the suicide attacks, Vice Admiral Matome Ugaki, took off on a 'search mission' on August 15, 1945. This volume chronicles the action-packed wartime exploits of Japan's finest dive-bomber of World War 2.

**Macchi C 202** Book Review: Unveiling the Power of Words

In a global driven by information and connectivity, the power of words has are more evident than ever. They have the ability to inspire, provoke, and ignite change. Such may be the essence of the book **Macchi C 202**, a literary masterpiece that delves deep in to the significance of words and their impact on our lives. Written by a renowned author, this captivating work takes readers on a transformative journey, unraveling the secrets and potential behind every word. In this review, we shall explore the book is key themes, examine its writing style, and analyze its overall effect on readers.

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