

# Nakajima Ki 87

Donald Nijboer

*Meatballs and Dead Birds* James P. Gallagher,2004 This collection of photographs of downed Japanese aircraft chronicles the last days of World War II through the lens of an American serviceman.

**Combat in the Stratosphere** Steven Taylor,2024-05-30 In the summer of 1940, a new German aircraft began appearing in the skies over the British Isles. Unlike the rest of the Luftwaffe's fleet in the Battle of Britain, these aircraft were flying at a height of 40,000 feet and higher – way beyond the reach of the RAF's defending fighters. These virtually untouchable intruders were examples of the Junkers Ju 86P. The world's first operational combat aeroplane equipped with a pressurized cabin, they were able to reach a maximum altitude of 42,000 feet. The Ju 86P's introduction ushered in a new era of aerial warfare, where combat would take place at previously unimaginable heights. The Ju 86P was just one of many high-altitude aircraft projects developed by both the Axis and Allied powers during the Second World War. Others included the Vickers Wellington Mk.VI, Vickers Windsor, Boeing B-29 Superfortress, Junkers Ju 388, Heinkel He 274 and Henschel Hs 130. With pressurized cabins, such aircraft offered obvious tactical advantages: bombers and reconnaissance aircraft could operate safely above the maximum ceiling of the opposing side's fighters, prompting intense development – especially by the British and Germans – of pressurized interceptors to meet the threat they posed. Combat in the Stratosphere is the first book devoted exclusively to exploring the fascinating story of the development and operational history of aircraft designed specifically for high-altitude operations during the Second World War. But this is not a book solely about the machines themselves. It also focuses on the men who flew these revolutionary aircraft, both in the testing phase and in combat, and the physical challenges these courageous airmen faced, as they pushed themselves to the very edge of physical endurance in this desperate race to reach ever higher altitudes. Drawing on a wide range of sources, including air combat reports, British Cabinet files and Air Ministry documents, as well as first-hand accounts of aeronautical engineers and the pilots who flew these aircraft, Combat in the Stratosphere reveals the full story of this largely overlooked aspect of Second World War air warfare, high above the skies of Europe, North Africa, the Soviet Union and Japan.

*B-29 Superfortress vs Ki-44 "Tojo"* Donald Nijboer,2017-10-19 By the time the Americans began their aerial bombardment of Japan in 1944, both the JAAF and IJNAF were spent forces. What the Japanese did have though was the Ki-44 Tojo. Armed with two 40 mm cannon, it was the most heavily armed and feared single-seat fighter to see action against the new American bomber, the B-29 Superfortress. For the bomber crews, they had what they believed was their 'ace in hole': a fully armed B-29 carried four remotely operated gun turrets and a tail gunner's position, making it the world's most advanced self-defending bomber. In every respect the Ki-44 pilots were fighting a desperate battle. Many who made their mark did so using suicidal ramming attacks or taiatari. Illustrated with full colour artwork, this volume examines why the Ki-44 was unable to break up bomber formations conventionally during the Pacific War, and how its ramming tactics, while terrifying, graphically revealed Japan's inability to stop the B-29.

*Enemy at the Gates* Justo Miranda,2019-12-08 When the Nazis started to threaten the world with their efficient machine of propaganda, the main concern of European governments was the overwhelming reaction of panic that the expected bombing of the Luftwaffe might cause within the civil population. During the Munich Agreement in 1938, the democracies were defended by old biplanes and a bunch of modern fighters: 50 Hurricanes, 20 Morane-405 and 5 Fokker D.XXI. France and Great Britain took up the production of USA airplanes and cancelled exports to small countries, which were forced to design and build their own PANIC FIGHTERS with the intelligence and skill that desperation provides. When nothing seemed able to contain the German advance, France, Great Britain and the USSR developed several programs of emergency fighters, as did Australia, to face the Japanese expansion. At the time the course of events switched, it was the Axis powers that had to create their own PANIC FIGHTERS, some of them suicidal. The present book includes several last resource designs of fighters that are practically unknown and that were developed in times of tribulation by Australia, Belgium, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Germany, Great Britain, Hungary, Japan, Yugoslavia, Latvia, Netherland, Poland, Romania, Sweden and Switzerland.

**Fighters of the Dying Sun** Justo Miranda,2021-07-11 The first B-29 flew over Tokyo on 1 November 1944. It was a photographic reconnaissance aircraft ironically named 'Tokyo Rose'. The Ki-44 fighters of the 47th Sentai took off to intercept it but as it turned out the Superfortress flew at such an altitude and speed that they could not reach it. The Ki-44-II-Otsu had been specifically designed for this type of interception and could reach the astonishing rate of climb of 5,000 m in four minutes; however it was not good enough. During the following ten months, a devastating bombing campaign of thousands of Superfortresses destroyed 67 Japanese cities and half of Tokyo. The cultural shock and the political consequences were huge, when it was realised that the Japanese industry was not able to produce the specially heat and stress-resistant metallic alloys that were required to manufacture the turbo superchargers needed by the fighters in charge of defending the Japanese mainland. They lacked the essential chromium and molybdenum metals to harden the steel. This fact thwarted the manufacturing of numerous advanced projects of both conventional fighters and those derived from the transfer of German technology fitted with turbojets and rocket engines. They are thoroughly described in this book.

*The sun will rise!* Mark H Lewis,2013-12-19 Mark Lewis has been employed all of his working life in the packaging industry in a laboratory environment. He has interests in military history, aviation, competition photography and martial arts. Mark has studied judo, kendo, aikido and is currently studying Tai Chi. As an avid modeller he has written articles and book reviews on aviation and modelling subjects. His main area of interest is WW2 aircraft, which has led to his first book "Project Z". By writing the "Air War Japan 1946" series he hopes to stimulate interest in Japanese wartime aviation.

**Surviving Fighter Aircraft of World War Two** Don Berliner,2011-01-01 This is a guide to the existing WWII aircraft to be found in aviation museums throughout the world. Each DPS contains a colour photo of an example of the aircraft as viewed in an aviation museum, examples of different marks and a textual resume of the type with statistics.

*With the Fifth Army Air Force* James P. Gallagher,2001 Revealing a personal side of World War II, this collection is an absorbing and highly personal photographic record of America's war in the Pacific. 250 duotones. 6 maps.

*F4F Wildcat and F6F Hellcat Aces of VF-2* Thomas McKelvey Cleaver,2015-02-20 The first VF-2 was a prewar unit that had been dubbed the 'hottest outfit afloat' due to the skill of their non-commissioned pilots. This first unit only saw combat at the Battle of the Coral Sea, although VF-2 pilots flying Grumman F4F Wildcats were able to rack up 17 claims there during the bitter 48-hour period of fighting. The second 'Fighting Two' was armed with the new Grumman F6F-3 Hellcat fighter. Arriving in Hawaii in October 1943, the squadron so impressed Cdr Edward H 'Butch' O'Hare, the Medal of Honor-winning first US Navy ace of World War 2, that he requested the squadron replace VF-6 in his CAG-6 aboard USS Enterprise. No unit US Navy unit created more aces than VF-2, whose pilots went into action over the Carolines, Marianas, Guam, Iwo Jima and the Battle of the Philippine Sea. Using exquisite photographs and first-hand accounts from the elite fliers themselves, this volume tells the story of the ace pilots who comprised the original VF-2 and the second.

**Air Combat 1945** Donald Nijboer,2015-09-15 The final year of World War II witnessed the decline of the piston-engine fighter and the beginning of the jet age. Taking to the skies were tried-

and-true fighters, improved versions of old aircraft, and newly developed jets, including prototypes that flew for the first time just before the war ended.

*Air Pictorial and Air Reserve Gazette* ,1957

America Ascendant Dennis M. Spragg,2019-12-01 America Ascendant 'vividly portrays the global crisis that brought the media and the government into an alliance that changed the course of American and world history. President Franklin D. Roosevelt organized an extraordinary partnership between the U.S. government and America's media outlets to communicate to the reluctant and isolationist American public the nature of the threat that World War II posed to the nation and the world. The coalition's aim was to promote the concept of American exceptionalism and use it to galvanize the public for the government's cause.America Ascendant 'details the efforts of many prominent individuals and officials to harness the collective energy of the nation and guide the United States throughout World War II then describes its aftermath and the Cold War period. Dennis M. Spragg demonstrates how the news and entertainment of American broadcasters such as David Sarnoff, William Paley, and Elmer Davis helped rally the American people to fashion a new liberal democratic order to stop the global spread of Communism.This media-government alliance, however, was not achieved without difficulty. Spragg highlights the competing visions and personalities that clashed, as media and government leaders tried to develop the paradigm that ultimately shifted American cultural and political thought. Throughout this searching history he sheds light on the underappreciated coordination between the media and the government to establish a liberal democratic world order and demonstrates why American exceptionalism still matters."

**South China Sea 1945** Mark Lardas,2023-03-16 A history of the US Navy's remarkable 1945 South China Sea raid against the Japanese, the first time in history that a carrier fleet dared to rampage through coastal waters. As 1945 opened, Japan was fighting defensively everywhere. As the Allies drew closer to the Home Islands, risks of Japanese air and sea attack on the US Navy carrier force increased. US forces wanted to take the island of Luzon which provided a base for Japanese aircraft from Formosa (Taiwan) and Indochina, and from where attacks could easily be devastating for the invasion fleet. US Naval Intelligence also believed Japanese battleships Ise and Hyuga were operating out of Cam Ranh Bay. A fast carrier sweep through the South China Sea was a potential answer with the bonus that it would strike the main nautical highway for cargo from Japan's conquests in Southeast Asia. Task Force 38 would spend the better part of two weeks marauding through the South China Sea during Operation Gratitude, a month-long sweep of the area, which launched air strikes into harbors in Indochina, the Chinese coast and Formosa, while targeting shipping in the high-traffic nautical highway. By the time the Task Force exited the South China Sea, over 300,000 tons of enemy shipping and dozens of Japanese warships had been sunk. With follow-up air strikes against Japanese harbors and airfields in Formosa and the Ryukyu Islands, the success of the sweep was unprecedented. Using detailed battlescenes, maps, bird's eye views, and diagrams of air strikes at Luzon, this intriguing account of Task Force 38's reign in the South China Sea proved that aircraft carriers could dominate the land-based air power of the fading Japanese. From the Korean War through to Vietnam, to the campaigns in Iraq, aircraft carriers could sail safely offshore, knowing their aircraft would prevail on both sea and land.

Ju 87 Stuka vs Royal Navy Carriers Robert Forsyth,2021-07-22 Ju 87 dive-bombers, originally developed for pin-pointing bombing missions against land targets and Allied naval vessels were deployed by both the Luftwaffe and the Regia Aeronautica against the Allied forces. Included in such a target were perhaps the greatest prize of all for a Stuka pilot: a British aircraft carrier. This superbly illustrated book looks at the duel between the Ju 87 Stuka and the aircraft carriers of the Royal Navy. Despite their gun protection ('pompoms')and their squadrons of fighters, these immense and mighty vessels proved irresistible targets to determined and experienced Stuka aces as they endeavoured to stop British naval intervention in the campaigns in Norway, Malta and Crete. By 1941, the Ju 87 had become known by the British as a fearsome aircraft following its operations in France, specifically at Dunkirk, as well as in the Balkans. For the Luftwaffe, it was an aircraft in which they still had great confidence despite its mauling in the Battle of Britain during the summer of 1940. This book examines the key attributes and shortcomings of both aircraft and carrier by analysing various compelling episodes including the dramatic attacks on Ark Royal by Stukageschwader (St.G) 1 off Norway in April 1940, the strikes by the Luftwaffe's St.G 1, St.G 2 and the Regia Aeronautica's 237° Squadriglia against Illustrious in Malta harbour. Aside from outstanding photography and artwork, this volume also include numerous personal accounts from Stuka crews, the pilots of carrier-borne fighters opposing them and the sailors embarked in the various carriers that came under attack.

**Japan 1944-45** Mark Lardas,2019-02-21 The air campaign that incinerated Japan's cities was the first and only time that independent air power has won a war. As the United States pushed Imperial Japan back towards Tokyo Bay, the US Army Air Force deployed the first of a new bomber to the theater. The B-29 Superfortress was complex, troubled, and hugely advanced. It was the most expensive weapons system of the war, and formidably capable. But at the time, no strategic bombing campaign had ever brought about a nation's surrender. Not only that, but Japan was half a world away, and the US had no airfields even within the extraordinary range of the B-29. This analysis explains why the B-29s struggled at first, and how General LeMay devised radical and devastating tactics that began to systematically incinerate Japanese cities and industries and eliminate its maritime trade with aerial mining. It explains how and why this campaign was so uniquely successful, and how gaps in Japan's defences contributed to the B-29s' success.

**Ki-43 ‘Oscar’ Aces of World War 2** Hiroshi Ichimura,2012-10-20 Dubbed the 'Oscar' by the Allies, the Ki-43 Hayabusa Peregrine was the most prolific Japanese fighter of World War 2. Designed for manoeuverability and speed, the low-wing model meant that firepower and safety had to be sacrificed, with only two machine guns per plane. Despite this, more Japanese pilots achieved Ace status flying the Hayabusa than any other plane. This book expertly charts the experiences of the pilots and discusses the early stages of the war in South-East Asia, China, Burma and New Guinea. Accompanied by detailed appendices and specially commissioned artwork, this is the first volume in English to focus exclusively on the exploits of the Ki-43.

*Malaya & Dutch East Indies 1941-42* Mark Stille,2020-10-29 Japan's attack on Pearl Harbor in 1941 was quickly followed by a rapid invasion of Malaya, a plan based entirely on the decisive use of its airpower. While the British was inadequately prepared, they likewise relied on the RAF to defend their colony. The campaign was a short match between Japanese airpower at its peak and an outgunned colonial air force, and its results were stunning. The subsequent Dutch East Indies campaign was even more dependent on airpower, with Japan having to seize a string of island airfields to support their leapfrog advance. Facing the Japanese was a mixed bag of Allied air units, including the Dutch East Indies Air Squadron and the US Far East Air Force. The RAF fell back to airfields on Sumatra in the last stages of the Malaya campaign, and was involved in the last stages of the campaign to defend the Dutch colony. For the first time, this study explores these campaigns from an airpower perspective, explaining how and why the Japanese were so devastatingly effective.

*Broken Wings of the Samurai* Robert C. Mikes,1993 En beretning om bekæmpelsen af det japanske flyvevåben og de organiserede, specielle selvmordsflyvninger (Kamikaze Missions).

**World War II US Gunships** William Wolf,2020-11-26 The XB-40 and XB-41 were secret, little-known experimental modifications of the B-17F and B-24D, respectively, into heavily-armed bomber gunships sometimes referred to as “bomber escorts”. They were developed during early World War II in response to the lack of a USAAF long-range fighter aircraft able to escort and protect regular B-17 formations making the round trip from Britain deep into Germany. Using many formerly-classified documents from his large microfilm collection, William Wolf presents their previously-unpublished history. It describes in depth for the first time the politics and development and associated problems of both escorter types. Unfortunately, these “protectors” were found

wanting in several ways - after the addition of guns and ammunition they became overweight and tail-heavy causing center of gravity problems and each encountered numerous delays in the development and delivery of their various armament additions and improvements, particularly the Bendix chin turret. In the end, the YB-40 participated in only 14 lackluster operational service test missions during mid-1943 before being withdrawn from service. The XB-41 Liberator never saw operational testing before also being cancelled for its poor performance. The failure of the gunship concept left a huge hole in the capabilities of the Eighth Air Force. Their failure, however, spurred the adoption of the Merlin-powered P-51 Mustang, the outstanding escort fighter that was key to Allied victory in the air war over Europe.

*Nakajima Ki-49 ‘Helen’ Units* George Eleftheriou,2023-05-25 A fully illustrated study of the Nakajima Ki49 'Helen', the twin-engined bomber of the Pacific War, from Japanese aviation expert George Eleftheriou. The Nakajima Ki-49 Donryu ('Dragon Eater'), codenamed 'Helen' by the Allies, was a twin-engined Japanese bomber designed to undertake daylight attacks without the protection of escort fighters. Consequently, while it was officially known as the Army Type 100 Heavy Bomber, its formidable defensive armament and armour were so heavy that they restricted the Ki-49 to payloads comparable to those of smaller medium bombers. While only five heavy bomber sentai (regiments) were equipped with the 'Helen', the over 800 Ki-49s built between 1941 and 1944 saw extensive action in Burma, Papua New Guinea, the Philippines, northern India and north Australia. In an act of desperation, a small number of 'Helens' were even employed, unsuccessfully, as kamikaze aircraft against US Navy warships operating off the Philippines and Okinawa. In this fascinating book, George Eleftheriou provides a comprehensive account of the units that saw action flying the 'Helen', based on original Japanese sources. Also featuring high-quality photographs never published before, specially commissioned colour profile artwork, official unit histories and veteran accounts, this title is a must-have for Japanese aircraft enthusiasts.

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