

Regia Aeronautica

Richard Carrier

Regia Aeronautica Christopher F. Shores, 1976-10

Regia Aeronautica Chris Dunning, 2010 This new highly illustrated and comprehensive book covers the history of the Italian Regia Aeronautica (Italian Air Force) from 1940 to 1943—an area of aviation history of increasing interest to historians, enthusiasts, and modelers. The book covers the aircraft, camouflage, and markings of the various aviation arms of the Italian Regia Aeronautica. Its machines were invariably colorfully camouflaged for tropical and over-water use and richly emblazoned with individual, tactical, and unit markings, making for popular modeling subjects. They flew in several operational theatres between 1940 and 1943 including France, Belgium, Yugoslavia, Russia, and Greece, and produced a number of flying aces such as Teresio Martinoli, Franco Lucchini, Leonardo Ferrulli, and Franco Bordini-Bisleri. All aircraft are covered—day fighters, bombers, dive-bombers and ground-attack units, and maritime and transport aircraft. This is an ideal volume of reference for aviation modelers, particularly those with a specific interest in Italian aviation.

REGIA AERONAUTICA'S ADVANCED AIRCRAFT, 1934-1943 MARCO. COMELLI, 2019

The Royal Italian Air Force 1923-1945 Spencer A. Coil, Renato Zavattini, 2009 The authors have assembled over 600 images from private photo albums and individual groupings offering a unique perspective on the Royal Italian Air Force (Regia Aeronautica) from 1923-1945. There are period photos of the everyday life, and adventures of pilots and personnel on a variety of war fronts and campaigns. In addition, there are images of Regia Aeronautica, Aviazione Legionaria and Aeronautica Nazionale Repubblicana aircraft in detail as well as candid photos of aces such as, Italo Balbo and high profile figures such as German Knights Cross recipient Italian General Giovanni Messe. Furthermore, the color gallery contains heretofore unpublished images of period headgear, uniforms, and accoutrements from private collections.

Crickets Against Rats: Regia Aeronautica in the Spanish Civil War 1936-1937 Marek Sobski, 2014-12-19 The book focuses on the Italian Regia Aeronautica activity during the Spanish Civil War. In 1936 Mutinous Spanish generals asked Benito Mussolini for help. Italian support was not granted immediately, but eventually 12 bombers SM.81 departed to the Moroccan Nador airport. They were the first of 764 Italian planes sent to help the nationalists. The book follows day to day air struggles and the rapid development of the Italian Air Force in Spain. The First volume describes fights since July 1937, including such actions as air raids on Madrid the Battle of the Jarama River, Malaga and Guadalajara. The Book also presents Regia Aeronautica involvement in operations carried out from this island

Courage Alone Chris Dunning, 2009 Derided by Allied propaganda which made it out to be an air force equipped solely with elderly biplanes, ineffective in attack or always in retreat, the Regia Aeronautica was overshadowed by its more ruthless Axis partner, the Luftwaffe. Using research from a mass of original documentation, including personal accounts and combat diaries, the author takes an objective view and shows that the men who flew the Macchis, Fiats, and Savoias were no less skilled or determined than their opponents. The book discusses area commands, theaters, squadron allocations, anti-shipping operations, aircrew, and details of the top fighter aces. Comprehensive tables provide information on aircraft equipment, squadron allocation, and unit histories. With drawings from original aircraft handbooks, almost 250 photographs, more than 100 color profiles, and unit badges, *Courage Alone* provides a detailed reference source for historians, modelers, and enthusiasts alike.

Lictorian Fates Over England Marek Sobski, 2014-04-19 Lictorian Fates over England is the story of Corpo Aero Italiano, the Reggia Aeronautica detachment operating against Britain in 1940 - 1941. Established for propaganda and political reasons, the corps had to face two equally formidable enemies over the Channel: the RAF and the brutal weather conditions to which they were hardly accustomed. The book presents a blow by blow account of the unit's operations in addition to detailed descriptions of the aircraft used in the campaign.

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.

Combat Units of the Regia Aeronautica: Italian Air Force 1940-43, Vol. 1 Chris Dunning,1988 Beretter om Det italienske Flyvevåben i perioden 1940-43.

Italian Aircraft of World War II Nico Sgarlato,1979

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.

Why Air Forces Fail Robin Higham,Stephen J. Harris,2006-02-17 According to Robin Higham and Stephen J. Harris, Flight has been part of the human dream for aeons, and its military application has likely been the dark side of that dream for almost as long. In the twentieth century, this dream and its dark side unfolded as the air forces of the world went to war, bringing destruction and reassessment with each failure. Why Air Forces Fail examines the complex, often deep-seated, reasons for the catastrophic failures of the air forces of various nations. Higham and Harris divide the air forces into three categories of defeat: forces that never had a chance to win, such as Poland and France; forces that started out victorious but were ultimately defeated, such as Germany and Japan; and finally, those that were defeated in their early efforts yet rose to victory, such as the air forces of Britain and the United States. The contributing authors examine the complex causes of defeats of the Russian, Polish, French, British, Italian, German, Argentine, and American air services. In all cases, the failures stemmed from deep, usually prewar factors that were shaped by the political, economic, military, and social circumstances in the countries. Defeat also stemmed from the anticipation of future wars, early wartime actions, and the precarious relationship between the doctrine of the military leadership and its execution in the field. Anthony Christopher Cain's chapter on France's air force, l'Armée de l'Air, attributes France's loss to Germany in June 1940 to a lack of preparation and investment in the air force. One major problem was the failure to centralize planning or coordinate a strategy between land and air forces, which was compounded by aborted alliances between France and countries in eastern Europe, especially Poland and Czechoslovakia. In addition, the lack of incentives for design innovation in air technologies led to clashes between airplane manufacturers, laborers, and the government, a struggle that resulted in France's airplanes' being outnumbered by Germany's more than three to one by 1940. Complemented by reading lists and suggestions for further research, Why Air Forces Fail provides groundbreaking studies of the causes of air force defeats.

History of the Blue Baron Giovanni Maressi,2023-12-08 This is the story of the Blue Baron, born Carlo Luigi Amedeo Winspeare Guicciardi and

his active participation in the Second World War as a pilot officer in the Regia Aeronautica. But let us take two steps back. Carlo Winspeare, son of Edoardo and Clara Sarauw, was born on 13 March 1917 in Valletta (Malta) where his father, who had travelled the world in the retinue of Luigi Amedeo di Savoia, the adventurous Duke of the Abruzzi, was working as an attaché militaire, as an officer in the Regia Marina. Don't be fooled by the name that betrays English origins, the Blue Baron was a true Italian hero. With his military flights, he took part in numerous reconnaissance and reckless war missions, one of the best known of which was certainly the Battle of Mid-August on 12-13 August 1942, pompously commemorated by the regime as the 20th year of the fascist era. In this book, the author recounts all these adventures!

Fiat G.50 Alessandro Colace,

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.

Italian Civil and Military Aircraft, 1930-1945 Jonathan W. Thompson, 1963 Beskriver italienske flytyper op til 1945

Mussolini's Army against Greece Richard Carrier, 2021-03-08 This book analyses why the Italian army failed to defeat its Greek opponent between October 1940 and April 1941. It thoroughly examines the multiple forms of ineffectiveness that plagued the political leadership as well as the military organisation. Mussolini's aggression of Greece ranks among the most neglected campaigns of the Second World War. Initiated on 28 October 1940, the offensive came to a halt less than ten days later; by mid-November, the Greek counter-offensive put the Italian armies on the defensive, and back in Albania. From then on, the fatal interaction between failing command structures, inadequate weapons and equipment, unprepared and unmotivated combatants, and terrible logistics lowered to a dangerous level the fighting power of Italian combatants. This essay proposes that compared to the North African and Russian campaigns where the Regio Esercito achieved a decent level of military effectiveness, the operation against Greece was a military fiasco. Only the courage of its soldiers and the German intervention saved the dictator's army from complete disaster. This book would appeal to anyone interested in the history of the world war, and to those involved in the study of military effectiveness and intrigued by why armies fail.

Aircraft Carrier Impero Davide F. Jabes, Stefano Sappino, 2018-06-30 From 1941, Italy had been developing a top-secret project to install guided rocket weapons aboard aircraft carriers. Campini Caproni's revolutionary guided rocket weapon, the DAAC, which would later become Hitler's Henschel HS-117 Schmetterling (Butterfly), was the selected projectile. Classified intelligence on the V-1 flying bomb and other aircraft projects were acquired and then discarded when Ansaldo's naval architect, Lino Campagnoli (1911-1975), issued plans for the Impero battleship to be transformed into a modern fleet carrier. Previously unpublished documentation reveals how the last of the four state-of-the-art Littorio-class battleships, which was in advanced completion (hull components and engines installed), was destined for conversion into a modern aircraft carrier. This is an exhaustive historical review of the Impero and Regia Marina's (Royal Navy) developments as well as the dramatic story of the lack of co-operation and strategic insight with Regia Aeronautica before and during the war (1922-1943). Also, a final evaluation of the revolutionary Pugliese anti-torpedo system, based on unpublished German and Russian documentation, is assessed.

German and Italian Aircraft Carriers of World War II Ryan K. Noppen, Douglas C. Dildy, 2022-05-26 This fully illustrated study details

Germany and Italy's failed development of World War II aircraft carriers, and the naval aviation ships that the two Axis powers sent into action in their place. The quest for a modern aircraft carrier was the ultimate symbol of the Axis powers' challenge to Allied naval might, but fully-fledged carriers proved either too difficult, expensive or politically unpopular for either to make operational. After the Anglo-German Naval Agreement of 1935, Hitler publicly stated his intention to build an aircraft carrier, the Graf Zeppelin, which was launched in 1938. A year later, the ambitious fleet-expansion Z-Plan, was unveiled with two additional aircraft carriers earmarked for production. However, by the beginning of World War II, Graf Zeppelin was not yet completed and work was halted. Further aircraft carrier designs and conversion projects such as the ocean liner Europa and heavy cruiser Seydlitz were considered but, in January 1943, all construction work on surface vessels ceased and naval resources were diverted to the U-boat Campaign. This book explains not only the history of Germany's famous Graf Zeppelin fleet carrier and German carrier conversion projects but also Italy's belated attempt to convert two of her ocean liners into carriers. It considers the role of naval aviation in the two countries' rearmament programmes and describes how ultimately it was only Italian seaplane carriers and German ocean-going, catapult-equipped flying boat carriers that both Axis powers did eventually send into combat.

Malta 1940-42 Ryan K. Noppen, 2018-02-22 In 1940, the strategically vital island of Malta was Britain's last toehold in the central Mediterranean, wreaking havoc among Axis shipping. Launching an air campaign to knock Malta out of the war, first Italy and then Germany sought to force a surrender or reduce the defences enough to allow an invasion. Drawing on original documents, multilingual aviation analyst Ryan Noppen explains how technical and tactical problems caused the original Italian air campaign of 1940-41 to fail, and then how the German intervention came close to knocking Malta out of the war. Using stunning full colour artwork, this fascinating book explains why the attempt by the Axis powers to take the British colony of Malta ultimately failed.

Fuel your quest for knowledge with Learn from is thought-provoking masterpiece, **Regia Aeronautica**. This educational ebook, conveniently sized in PDF (*), is a gateway to personal growth and intellectual stimulation. Immerse yourself in the enriching content curated to cater to every eager mind. Download now and embark on a learning journey that promises to expand your horizons. .

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