

Flying Fury Five Years In The Royal Flying Corps

Illustrated Edition – contains 30 photos The highest scoring British Air Ace reveals his daily life at the front, in the air and in combat with the Germans above the Western Front. In the muddy trenches of the Western front few rankers would have considered that they would achieve field rank of major and international celebrity. In the skies above the shell-torn landscape, any man with enough talent, daring and skill could hope to become a ‘Flying Ace’ by claiming five or more victories over enemy aviators. Such an adventurous warrior was James McCudden; born in 1895 in Kent, he enlisted in the Royal Engineers in 1910 as soon as he could. But he was smitten with the service in the air after a flight in his brothers plane in 1913 and transferred to the Royal Flying Corps. However he was only an engineer in 1914, but once in France despite his modest rank he was allowed to go up with his squadron and act as an observer in a two seater plane. After much good service as an observer his superiors put him forward for pilot training in 1916. McCudden’s tally of the enemy over the next two years would rank him among the greatest of the World War One Aces; he claimed some 57 enemy aircraft even three in a single day in 1918. His exploits in the air were legendary, surviving an attack by the Red Baron himself, he pioneered new tactics that enabled him the edge of his enemy by using his engineering skill to fine tune his aircraft. He was awarded the Victoria Cross, DSO with Bar, MC with Bar and a Military Medal and the French Croix de Guerre for his daring, bravery and skill. It is with a sad irony that it was not his German foe that eventually ended his outstanding military service but a flying accident in 1918. He was only 23 at the time. His own exploits, adventures, tactics and escapes are best left to him in his own words, but suffice to say despite his modest retelling of his life in a day-by-day fashion remains both dramatic and engaging.

With riveting facts, figures, quotes and statistics from the high-flying world of aviation, From Airbus to Zeppelin has it all. D is for Desert Island Discs: just what would Dambuster Guy Gibson have liked if marooned on his desert island? E is for Everest: did you know that two Scotsmen were the first to fly over the magnificent moutain? F is for Faster than the sun: which aircraft was the first to fly faster than the Earth’s rotation? This is a must-read for anyone - and may even win the reader a pub quiz or two!

In 1917, the Germans launched a major air campaign against the British mainland, which shocked the whole nation and terrorized the southeast of England. These attacks by German bombers caused hundreds of deaths and injuries, but until now, the full details of these raids have NEVER before been told. These range from the massacre of Canadian troops resting in Folkstone on May 25, 1917, to the widespread carnage of shoppers a couple of miles away in the city center. Who is any the wiser that Sherness, then a major dockyard for the Royal Navy, barely escaped a similar fate when it too was singled out for the same treatment or that a 50kg bomb struck Upper North Street School in London’s Poplar on June 13, 1917. It not only took the lives of 18 schoolchildren, many as young as 5 years, but also crippled and mutilated twice as many again. Terrible as this was, it was just one of scores of similar tragedies, which terrified the populace of London and horrified the world. The account of this campaign plus the political and military circumstances surrounding it, follows years of original and painstaking research, interviews and correspondence with those who remember that period.

Winged Sabres is the story of a RFC & RAF squadron flying the cumbersome FE2 from February 1916 to September 1917, and then the superlative Bristol Fighter: a two-seater fighter-reconnaissance squadron with an astonishingly high success rate.20 Squadron was possibly the highest scoring squadron of the war and one of the most highly decorated, claiming over 600 combat victories with well over 400 confirmed in RFC & RAF Communiquis. Its members won seventy gallantry decorations including a posthumous Victoria Cross, and included fliers from the U.K. and around the world. Over 40 became aces, including the American laccaci brothers and some Canadians and others. But with a casualty rate of around 50% including killed, wounded and POW they paid a high price.Over 15 years research has gone into this book, covering a seldom-explored aspect of WW1 in the air: the two-seater fighter-reconnaissance squadrons. 20 Squadrons motto was Facta Non Verba Deeds Not Words!

A History of Aviation from Kites to the Space Age

Western Front 1916

The Dream of Civilized Warfare

Albatros D.I–D.II

World War I

Remote Warfare

The Joseph M. Bruccoli Great War Collection at the University of South Carolina

James McCudden was an outstanding British fighter ace of World War I, whose daring exploits earned him a tremendous reputation and, ultimately, an untimely end. Here, in this unique and gripping first-hand account, he brings to life some of aviation history? most dramatic episodes in a memoir completed at the age of twenty-three, just days before his tragic death. During his time in France with the Royal Flying Corps from 1914 to 1918, McCudden rose from mechanic to pilot and flight commander. Following his first kill in September 1916, McCudden shot down a total of fifty-seven enemy planes, including a remarkable three in a single minute in January 1918. A dashing patrol leader, he combined courage, loyalty and judgement, studying the habits and psychology of enemy pilots and stalking them with patience and outstanding success. Written with modesty and frankness, yet acutely perceptive, Flying Fury is both a valuable insight into the world of early aviation and a powerful account of courage and survival above the mud and trenches of Flanders. Fighter ace James McCudden died in July 1918, after engine failure caused his plane to crash just four months before the end of World War I. His success as one of Britain's deadliest pilots earned him the Victoria Cross.

A classic memoir of the early days of aviation by a longtime Royal Air Force pilot, including his harrowing, exhilarating adventures in the Great War. Ira “Taffy” Jones was a well-known air fighter during the First World War, having scored about forty victories flying SE5 scouts in France with 74 Squadron. Familiar in flying circles, Jones recorded stories drawn from his own experiences during the war and wrote of the many personalities he had met or known by association, both during the war and in the postwar flying years. An Air Fighter’s Scrapbook recreates the atmosphere of the days of the biplane, of wartime flying, of early peacetime adventures in the air, the development of civil aviation, and breathtaking record-beating flights—all evoking the sheer delight in flying that characterized those early years.

William Faulkner was an aviation cadet in Canada in the closing days of WW I. He later owned his own airplane, and even put on a few air shows. When he wrote of flying, as he often did, it was with a great deal of expertise but little concern for the edification of his readers. The result is that many of the five hundred or so passages dealing with aviation in his works are all but incomprehensible to the non-pilot. This work elucidates all the aeronautical references in Faulkner s fiction and verse which might prove troublesome to the general reader. This monograph contains three main sections: An introduction to flight, designed especially for the non-technical reader and intended to provide enough background in aerodynamics and aircraft design to enable one to follow Faulkner s argument intelligently; a brief biography of Faulkner as a pilot and aviation enthusiast; and a reader s guide through the individual works in which aviation plays a part.

Considers how people have confronted, challenged, and resisted remote warfare Drone warfare is now a routine, if not predominant, aspect of military engagement. Although this method of delivering violence at a distance has been a part of military arsenals for two decades, scholarly debate on remote warfare writ large has remained stuck in tired debates about practicality, efficacy, and ethics. Remote Warfare broadens the conversation, interrogating the cultural and political dimensions of distant warfare and examining how various stakeholders have responded to the reality of state-sponsored remote violence. The essays here represent a panoply of viewpoints, revealing overlooked histories of remoteness, novel methodologies, and new intellectual challenges. From the story arc of Homeland to redefining the idea of a “warrior,” these thirteen pieces consider the new nature of surveillance, similarities between killing with drones and gaming, literature written by veterans, and much more. Timely and provocative, Remote Warfare makes significant and lasting contributions to our understanding of drones and the cultural forces that shape and sustain them. Contributors: Syed Irfan Ashraf, U of Peshawar, Pakistan; Jens Borrebye Bjering, U of Southern Denmark; Annika Brunck, U of Tübingen; David A. Buchanan, U.S. Air Force Academy; Owen Coggins, Open U; Andreas Immanuel Graae, U of Southern Denmark; Brittany Hirth, Dickinson State U; Tim Jelfs, U of Groningen; Ann-Katrine S. Nielsen, Aarhus U; Nike Nivar Ortiz, U of Southern California; Michael Richardson, U of New South Wales; Kristin Shamas, U of Oklahoma; Sajdeep Soomal; Michael Zeitlin, U of British Columbia.

Aviation Lore in Faulkner

C. A. Brannen Series

Flying Fury ... (Originally Published Under the Title of "Five Years in the Royal Flying Corps.") Illustrated by Leonard Bridgman. [With a Portrait.].

Britain Goes to War

Reckless Fellows

The Complete Victoria Cross

Forever Flying

The daring air aces of World War I faced more than the enemy when they took to the sky--they faced the odds. Their chances of being hit were high; the odds of their hitting the enemy were low. One pilot, French Captain Albert Moris, reported 400 hits to his aircraft in his 253 hours of flying, more than a hit per hour. Even the most maneuverable of the British fighters, the Sopwith Camel, lost as many machines as its pilots shot down. Pilots flying Camels rang up 1,294 victories, but 1,500 machines were lost to accidents and enemy fire, and many Camel pilots died within weeks of entering combat. Was it luck or skill that sustained the Red Baron, the German ace who flew, fought, and thrived until he was finally shot down in April 1918? Gunning for the Red Baron gives the lowdown on why it was so hard to score a hit, what qualities helped the aces succeed, and the weapons and planes that were celebrated in the "air war to end wars." Most basically, this richly illustrated book explains why aim was so notoriously bad. Drawing on his army service at the Ballistics Research Lab, data from London's Public Records Office, and careful study of Great War technology, author Leon Bennett analyzes combat sequences, the arts of aerial gunnery, and the weapons themselves. His detailed insight into the mechanics of air warfare allows him to reach some startling conclusions about one of the enduring controversies of World War I: what finally brought the Red Baron down.

Offering exhaustive coverage, detailed analyses, and the latest historical interpretations of events, this expansive, five-volume encyclopedia is the most comprehensive and detailed reference source on the First World War available today.
• Provides comprehensive coverage of the causes of the war that allows readers to fully understand the complex origins of such a monumental conflict
• Supplies detailed analyses and explanations of the events before, during, and after World War I, such as how the results of the war set the stage for the global Great Depression of the 1930s, as well as detailed biographical data on key military and civilian individuals during World War I
• Includes a chronologically organized document volume that enables students to examine the sources of historical information firsthand
• Covers all key battles, land and sea, and their impacts, as well as the critical technological developments that affected the war's outcomes

The Great War tore the fabric of Europe apart, killing over 35 million men and challenging the notion of heroism in war. Air and Sea Power in World War I focuses on the experience of World War I from the perspective of British pilots and sailors themselves, to demonstrate that the army-centric view of war studies has been too limited. The Royal Flying Corps, created in 1912, adapted quickly to the needs of modern warfare, driven by the enthusiasm of its men. In contrast, the lack of modernisation in the Royal Navy, despite the unveiling of HMS Dreadnought in 1906, undermined Britain's dominance of the seas. By considering five key aspects of the war experience, this book analyses how motivation was created and sustained. What training did men receive and how effectively did this prepare them for roles that were predominantly non-combative? How was motivation affected by their individual relationship with weaponry development, and how different was defensive service on the Home Front, when in close proximity to ordinary civilian life? Finally, Air and Sea Power in World War I looks at the changing reputation of the services during and after the conflict, and the extent to which these notions were created by the memoirs of pilots and sailors. Featuring new primary source material, including the journals of service men themselves, this book will be essential reading for students and scholars of World War I and of Naval, Aviation and Military History.

Presents twenty-six real-life accounts of aerial warfare, including "The Hero's Life" by Captain Eddie V. Rickenbacker and "The Flight of Enola Gay" by Gordon Thomas and Max Morgan Witts.

An Illustrated Catalogue

Empire's Noble Son

A Reappraisal Following Israel's Use of Flechettes in the Gaza Strip (2001-2009)

Air and Sea Power in World War I

Fighting the Flying Circus

Aero-Neurosis

Air Force Magazine

A narrative history of the development of human flight discusses how the enthusiasm of various amateurs gave way to the aviation industry, citing the periods of setback and danger that marked the achievements of numerous flight pioneers. Reprint. 15,000 first printing.

"In this fascinating book, Lee Kennett tells of (World War I fliers and) their experiences on all fronts and skillfully places them in proper context" (Edward M. Coffman, author of The Old Army)". "A welcome and long overdue addition to the literature of military aviation."--Richard P.

Hallion, Lindbergh Professor, National Air and Space Museum, Smithsonian Institution.

Bruccoli Great War Collection at the University of South Carolina: An Illustrated Catalogue provides a reference tool for the study of one of the great watershed moments in history on both sides of the Atlantic serving historians, researchers, and collectors.

Relying on often unique sources, this book offers the only in-depth study on flechette weapons yet conducted. Its comprehensive exploration of the legal versus illegal implications of conventional weapons use make it an invaluable resource for weaponry policy analysts.

Combat and Experience in the Royal Flying Corps and the Royal Navy

One of the RFC’s Most Decorated Squadrons

Faulkner, Aviation, and Modern War

An Air Fighter’s Scrapbook

From Airbus to Zeppelin

The Kung Fu Movie Book

No Empty Chairs

Flying FuryFive Years in the Royal Flying CorpsGreenhill Books/Lionel Leventhal

The author recounts his experiences as a fighter pilot in World War II, a test pilot, and an aerobatic pilot

The day-to-day insights of a brilliantly daring World War I ace that only ends with his death at the age of 23 . . . James McCudden was an outstanding British fighter ace of World War I, whose daring exploits earned him a tremendous reputation and, ultimately, an untimely end. Here, in this unique and gripping firsthand account, he brings to life some of aviation history’s most dramatic episodes in a memoir completed at the age of twenty-three, just days before his tragic death. During his time in France with the Royal Flying Corps from 1914 to 1918, McCudden rose from mechanic to pilot and flight commander. Following his first kill in September 1916, McCudden shot down a total of fifty-seven enemy planes, including a remarkable three in a single minute in January 1918. A dashing patrol leader, he combined courage, loyalty, and judgment, studying the habits and psychology of enemy pilots and stalking them with patience and tenacity. Written with modesty and frankness, yet acutely perceptive, Flying Fury is both a valuable insight into the world of early aviation and a powerful account of courage and survival above the mud and trenches of Flanders. Fighter ace James McCudden died in July 1918, after engine failure caused his plane to crash just four months before the end of World War I. His success as one of Britain's deadliest pilots earned him the Victoria Cross.

The First World War had a profound impact on British society and on British relations with continental Europe, the Dominions, the United States and the emerging Soviet Union. The pre-war world was transformed, and the world that we recognize today began to take shape. That is why, 100 years after the outbreak, the time is right for this collection of thought-provoking chapters that reassesses why Britain went to war and the preparations made by the armed forces, the government and the nation at large for the unprecedented conflict that ensued.A group of distinguished historians looks back, with the clarity of a modern perspective, at the issues that were critical to Britain’s war effort as the nation embarked on the most intense and damaging struggle in its history. In a series of penetrating chapters they explore the reasons for Britain going to war, the official preparations, the public reaction, the readiness of the armed forces, internment, the impact of the opening campaign, the experience of the soldiers, recruitment, training, weaponry, the political implications, and the care of the wounded.

Pilots of the First World War and the Psychological Legacies of Combat

How the First World War Began to Reshape the Nation

Johannisthal, OAW, and Oeffag variants

DH 2 vs Albatros D I/D II

Films of Fury

Flying Fury

Wings

World War I fighter pilot William C. Lambert of Ironton, Ohio, flew for the British Royal Air Force in 1918. When he left the Western Front in August, he had 22 victories—then the most achieved by any American pilot. (By the time of the Armistice in November, his total was surpassed by Eddie Rickenbacker, the former race car driver from Columbus, Ohio, with 26 victories.) Lambert survived the war and lived into his eighties, unwilling until late in life to seek public

acclaim for his war record. This book examines his life and the wartime experiences that defined it.

The Royal Flying Corps, later the Royal Air Force, was formed in 1912 and went to war in 1914 where it played a vital role in reconnaissance, supporting the British Expeditionary Force as 'air cavalry' and also in combat, establishing air superiority over the Imperial German Air Force. Edward Bujak here combines the history of the air war, including details of strategy, tactics, technical issues and combat, with a social and cultural history. The RFC was originally dominated by the landed elite, in Lloyd George's phrase 'from the statelyest houses in England', and its pilots were regarded as 'knights of the air'. Harlaxton Manor in Lincolnshire, seat of landed gentry, became their major training base. Bujak shows how, within the circle of the RFC, the class divide and unconscious superiority of Edwardian Britain disappeared - absorbed by common purpose, technical expertise and by an influx of pilots from Canada, Australia, New Zealand and South Africa. He thus provides an original and unusual take on the air war in World War I, combining military, social and cultural history.

Capt. Field E. Kindley, with the famous Eddie Rickenbacker, was one of America's foremost World War I flying aces. Like Rickenbacker's, Kindley's story is one of fierce dogfights, daring aerial feats, and numerous brushes with death. Yet unlike Rickenbacker's, Kindley's story has not been fully told until now. Field Kindley gained experience with the RAF before providing leadership for the U.S. Air Service. Kindley was the fourth-ranking American air ace; his exploits earned him a Distinguished Service Cross with Oak Leaf Cluster from the United States and a Distinguished Flying Cross from the British government. In February 1920, during a practice drill Kindley led, some enlisted men unwittingly entered the bombing target area. "Buzzing" the troops to warn them off the field, Kindley somehow lost control of his plane and died in the ensuing crash. Using arduously gathered primary materials and accounts of Great War aces, Jack Ballard tells the story of this little-known hero from the glory days of aerial warfare. Through this tale, an era and a daring flyer live again.

In "'The Dream of Civilized Warfare, Robertson presents the compelling, story of the creation of the first American air force--and how, through the propaganda of the flying ace, a vision of "clean" or civilized combat was sold to politicians and the public. She traces the long history of the American desire to exert the nation's will throughout the world without having to risk the lives of ground soldiers--a theme that continues to reverberate in public discussions, media portrayals, and policy decisions today.

Air & Space Power Journal fall 03

A Student Encyclopedia

War in the Air

True Accounts of the 20th Century's Most Dramatic Air Battles-By the Men Who Fought Them

Winged Sabres

New Cultures of Violence

FLYING FURY: Five Years In The Royal Flying Corps [Illustrated Edition]

The 1914-18 conflict narrated through the voices of the men whose combat was in the air. The empty chairs belonged, all too briefly, to the doomed young First World War airmen who failed to return from the terrifying daily aerial combats above the trenches of the Western Front. The edict of their commander-in-chief was the missing aviators were to be immediately replaced. Before the new faces could arrive, the departed men's vacant seats at the squadron dinner table were sometimes poignantly occupied by their caps and boots, placed there in a sad ritual by their surviving colleagues as they drank to their memory. Life for most of the pilots of the Royal Flying Corps was appallingly short. If they graduated alive and unmaimed from the flying training that killed more than half of them before they reached the front line, only a few would for very long survive the daily battles they fought over the ravaged moonscape of no-man's-land. Their average life expectancy at the height of the war was measured only in weeks. Parachutes that began to save their German enemies were denied them. Fear of incarceration, and the daily spectacle of watching close colleagues die in burning aircraft, took a devastating toll on the nerves of the world's first fighter pilots. Many became mentally ill. As they waited for death, or with luck the survivable wound that would send them back to 'Blighty', they poured their emotions into their diaries and streams of letters to their loved ones at home. Drawing on these remarkable testimonies and pilots' memoirs, Ian Mackersey has brilliantly reconstructed the First Great Air War through the lives of its participants. As they waited to die, the men shared their loneliness, their fears, triumphs - and squadron gossip - with the families who lived in daily dread of the knock on the door that would bring the War Office telegram in its fateful green envelope.

Duncan Grinnell-Milne was one of that select band of young men who made history in the air between 1915 and 1918 when they learned to fly in machines that resembled box-kites and laid the foundations of aerial combat which future generations would follow. He became a flying ace, with six confirmed aerial victories, and he spent two years as a prisoner of war before escaping from German captivity to fly and fight again. He took part in the great aerial offensive of 1918 which contributed to the winning of the war. His story of the war in the air is one of the most exciting accounts by a pilot of the Royal Flying Corps - it is also one of the best written and, ninety years after it was first published, it is a classic of its kind. Endorsements 'We have no hesitation in ranking it with the very best of the war books.' Daily Telegraph 'Wind in the Wires is a war book in class by itself.... From beginning to end the book a lure to read...outstanding.' Flight 'An addition to the number of books about flying needs more excuse than the mere subject of air fighting. This book is excused by the charm of the author's style, by his judgement in pruning his story, and by the interest which his own personality arouses.' Manchester Guardian 'The most beautiful air book that has yet appeared.' Birmingham Post 'The most interesting and attractive quality of the book is the fact that it gives a graphic account of the fledgling days of wartime flying. When the time comes for the great writer of the future to compose a comprehensive narrative of the war, this is one of the books that will help him acquire a true perspective.' Nottingham Guardian

This fully revised paperback edition of the complete chronological record of VC holders is an essential work of reference for every student of military history. All the British and Commonwealth servicemen who have been awarded the highest honour for exceptional acts of bravery and self-sacrifice are commemorated here. The first VCs awarded for the Crimean War and in the nineteenth-century colonial wars are described, as are the VCs awarded in the world wars of the twentieth century and the most recent VCs awarded during present-day conflicts in Iraq and Afghanistan. The extraordinary exploits recounted in this fascinating book make unforgettable reading.

In 1916 German aerial domination had been lost to the French and British fighters. German fighter pilots requested an aircraft that was more powerful and more heavily armed, and the Albatros design bureau set to work on what was to become an iconic aircraft design. By April 1916, they had developed the Albatros D.I, that featured the usual Albatros semi-monocoque wooden construction with a 160hp Mercedes engine and two forward-firing machine guns. Alongside the development of the D.I, Albatros had also designed and built a second machine that was similar to the D.I – the Albatros D.II. Although there were several external differences between the two aircraft, it is important to note that these machines evolved simultaneously and that the D.II was not the result of post-combat feedback from D.I pilots. With the inclusion of these aircraft into their reorganized air force, Germany was able to regain control of the skies by autumn 1916. Along with the later designs they inspired, the Albatros D.I and D.II were instrumental in allowing the Germans to prosecute their domination through 'Bloody April' and well into the summer months that followed.

World War I: The Definitive Encyclopedia and Document Collection [5 volumes]

The Short and Heroic Lives of the Young Aviators Who Fought and Died in the First World War

Bill Lambert

World War I Flying Aces and the American Imagination

The Definitive Encyclopedia and Document Collection

World War I Flying Ace

Albatros D.III, 1916

Some 600 young Australians served with the British Army's Royal Flying Corps (RFC) during the Great War, many losing their lives. One young fighter-pilot from Melbourne who gave his life was 2nd Lt Lyle Buntine MC, the son of the Principal of Caulfield Grammar School. Lyle's tragic accidental death, following gallant service as a fighter pilot during the Battle of the Somme, was notable in that his family preserved every letter, newspaper article, photograph and artefact associated with his life and active service. His extensive correspondence, which has never before been published, provides the basis for this book, which follows his life from his school days to active service in the fledgling RFC and to his untimely death. Lyle's letters trace his voyage to and travels around England, his life as an officer in the British Army, his training adventures on primitive RFC aircraft and his combat experiences on the Western Front, including surviving being shot down six times! These letters bring to us a forgotten voice from the past resounding with humility and humour, coupled with absolute fear. Also explored in this book is the manner in which his family and school mourned his death and marked his memory. His family's struggle to come to terms with the loss in war of their 'Empire's Noble Son,' was an echo of the deep grief manifest in the wider Australian society at the end of the Great War. 'Years May Pass On, But Memory Remains' (A line from the Caulfield Grammar School song)

Flown by Victoria Cross recipient Lanoë Hawker and the members of No 24 Sqn, the ungainly yet nimble DH 2 helped the Allies attain air superiority over the Somme in early 1916 and hold it through the summer. With its rotary engine 'pusher' configuration affording excellent visibility and eliminating the need for a synchronized machine gun, the DH 2 was more than a match for anything the Germans could put in the air. That is, until the arrival of the Albatros D II, a sleek inline-engined machine built for speed and with twin-gun firepower. Thus, the later part of 1916 saw an epic struggle in the skies above the Somme pitting the manoeuvrable yet under-gunned DH 2s against the less nimble yet better armed and faster Albatros D IIs. In the end the Germans would regain air superiority, three squadron commanders - two of whom were considered pinnacles of their respective air forces - would lose their lives, and an up-and-coming pilot (Manfred von Richthofen) would triumph in a legendary dogfight and attain unimagined heights fighting with tactics learned from a fallen mentor.

This short microhistory details the life and death of Eddie McKay, a varsity athlete at Western University, who flew with the Royal Flying Corps in the First World War. Graham Broad switches creatively from telling McKay's fascinating story to teaching valuable lessons on how to do history: why the past matters, why historians take different approaches, how to pose historical questions, how to identify relevant source materials, and the importance of thoughtful, intelligent, and respectful treatment of historical subjects. The book includes a timeline of the subject's life, a map of relevant combat areas in the Battle of the Somme, and nine illustrations. It concludes with four unsolved events in McKay's life: a mysterious woman, a strange advertisement for batteries, an empty envelope, and an unknown grave--demonstrating that even a detailed history about one person's life is never really complete.

From Bruce Lee to James Bond, Jackie Chan to Jet Li, Enter the Dragon to Kung Fu Panda, kung fu films remain a thrilling part of movie-lovers' lives. Now the acknowledged pioneer in the genre presents his magnum opus on the subject, incorporating information and revelations never before seen in America. From the ancient Peking Opera origins to its superhero-powered future, Ric Meyers reveals the loony, the legendary, and everything in between. This vivid, action-packed book may delight, surprise, fascinate, and even enlighten you with a personal V.I.P. tour through the wondrous world of the most ridiculously exhilarating movies ever made.

War Bird Ace - The Great War Exploits of Capt. Field E. Kindley

The First Air War

Albatros D.III

Wind in the Wires

Facts, Figures and Quotes from the World of Aviation

Gunning for the Red Baron

Fifty Years of High-flying Adventures, from Barnstorming in Prop Planes to Dogfighting Germans to Testing Supersonic Jets : an Autobiography

In 1916 German aerial domination, once held sway by rotary-engined Fokker and Pfalz E-type wing-warping monoplanes, had been lost to the more nimble French Nieuports and British DH 2s which not only out-flew the German fighters but were present in greater numbers. Born-from-experience calls from German fighter pilots requested that, rather than compete with the maneuverability of these adversaries, new single-engine machines should be equipped with higher horsepower engines and armed with two rather than the then-standard single machine gun. The Robert Thelen-led Albatros design bureau set to work on what became the Albatros D.I and D.II and by April 1916, they had developed a sleek yet rugged machine that featured the usual Albatros semi-monocoque wooden construction and employed a 160hp Mercedes D.III engine with power enough to equip the aeroplane with two forward-firing machine guns. In all, 500 D.IIs and 840 D.III(OAW)s were produced and saw heavy service throughout 1917.

Faulkner, Aviation, and Modern War frames William Faulkner's airplane narratives against major scenes of the early 20th century: the Great War, the rise of European fascism in the 1920s and 30s, the Second World War, and the aviation arms race extending from the Wright Flyer in 1903 into the Cold War era. Placing biographical accounts of Faulkner's time in the Royal Air Force Canada against analysis of such works as Soldiers' Pay (1926), "All the Dead Pilots" (1931), Pylon (1935), and A Fable (1954), this book situates Faulkner's aviation writing within transatlantic historical contexts that have not been sufficiently appreciated in Faulkner's work. Michael Zeitlin unpacks a broad selection of Faulkner's novels, stories, film treatments, essays, book reviews, and letters to outline Faulkner's complex and ambivalent relationship to the ideologies of masculine performance and martial heroism in an age dominated by industrialism and military technology.

Alphabetically arranged entries, supplemented with maps and primary documents, provide a complete history of the First World War.

The young men who flew and fought during the First World War had no idea what was awaiting them. The rise of science and nationalism during the late 19th and early 20th centuries came to a head in 1914. The 'technology shock' that coalesced at the Western Front was not envisaged by any of the leadership. These men did the best they could and gave their full measure but it wasn't enough. Each suffered from their experiences, some better than others. Each knew it was a defining moment in their lives never to be repeated. And many felt that the dynamic context of aerial combat was something that, after the war, they still longed for, despite the attendant horrors.The medical and psychiatric profession evolved symbiotically with the war. Like the patients they were charged with treating, doctors were unprepared for what awaited them. Doctors argued over best practice for treatment. Of course, the military wanted these men to return to duty as quickly as possible; with mounting casualties, each country needed every man. Aviation psychiatry arose as a new subset of the field, attempting to treat psychological symptoms previously unseen in combatants. The unique conditions of combat flying produced a whole new type of neurosis.Terms such as Aero-neurosis were coined to provide the necessary label yet, like shell shock, they were inadequate when it came to describing the full and complete shock to the psyche.We are fortunate that many of these fliers chose to write. They kept diaries and letters about their experiences after the war and they are, of course, an invaluable record. But perhaps more importantly, they were also a means for many of them to heal.Mark C. Wilkins finds the psychology undergirding historical events fascinating and of chief interest to him as an historian. He has included expert medical testimony and excerpts where relevant in a fascinating book that explores the legacies of aerial combat, illustrating the ways in which pilots had to amalgamate their suffering and experiences into their postwar lives. Their attempts to do so can perhaps be seen as an extension of their heroism.

Deadly Metal Rain: The Legality of Flechette Weapons in International Law

The Gentlemen of the Royal Flying Corps

1914-1918

A Full Chronological Record of All Holders of Britain's Highest Award for Gallantry

One in a Thousand

The Life and Death of Captain Eddie McKay, Royal Flying Corps

Five Years in the Royal Flying Corps