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In 1982, Argentina rashly gambled that a full-scale invasion of the Falkland Islands – ownership of which had been disputed with Great Britain for over a century – would put an end to years of political wrangling. However Britain's response was to immediately dispatch a task force to recover the islands, by force if necessary. The 'conflict' which followed (a formal declaration of war was never given) lasted ten weeks from

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Argentine invasion to British liberation, the white heat of battle using 20th century technology contrasting with bitter hand-to-hand bayonet fighting in inhospitable conditions. Eyewitness accounts by the participants of both sides, and islanders, leave us in no doubt as to the ferocity of the combat on land, sea, and in the air. Comparison photography in color of all the battlefields, the crash sites of the aircraft shot down, the relics and the remains, together with portraits of those

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who lost their lives and the battlefield memorials, serve as a graphic testimony to their endeavors, 25 years after the battle. A Roll of Honour lists the casualties of both sides and, for the first time, the graves of all the British fallen – both on the islands and in the United Kingdom – have been visited and photographed as a lasting record of all those who made the supreme sacrifice. Nick van der Bijl's account is the first time that a prime witness involved in the Falklands War has told the story of

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intelligence operations.

The Société Européenne de Production de l'Avion École de Combat et d'Appui Tactique (SEPECAT) Jaguar and Hawker Siddeley Harrier played critical ground-attack and tactical reconnaissance roles, including in the latter stages of the Cold War. The Jaguar came into service with the RAF in 1974 and flew with eight operational squadrons and an Operational Conversion Unit before finally being retired in 2007. The unique Harrier entered service with the RAF in 1969. It

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flew operationally with four squadrons, as well as being deployed in Belize and the Falkland Islands and with an Operational Conversion Unit. The second-generation Harrier was prematurely retired in 2011. With over 180 photographs, both black and white and color, this book, the third in a series on British combat aircraft of the 1970s and 1980s, is an essential addition to the libraries of those who flew or worked on these aircraft, aviation historians and enthusiasts, and modelers alike.

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During the Falklands war Jerry Pook, a pilot in No. 1(F) Squadron RAF, flew air interdiction, armed recon, close-air-support and airfield attack as well as pure photo-recon missions. Most weapons were delivered from extreme low-level attacks because of the lack of navigation aids and in the absence of Smart weapons. The only way he could achieve results was to get low down and close-in to the targets and, if necessary, carry out re-attacks to destroy high-value targets. Apart from brief carrier trials carried

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out many years previously there had been no RAF Harriers deployed at sea. The RAF pilots were treated with ill-disguised contempt by their naval masters, their professional opinions ignored in spite of the fact that the RN knew next to nothing about ground-attack and recon operations. Very soon after starting operations from the aircraft carrier HMS Hermes the squadron realized that they were considered as more or less expendable ordnance. The Harriers lacked the most basic self-protection aids and were up

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against 10,000 well-armed troops who put up an impressive weight of fire whenever attacked.

*Sea Harrier FRS 1 vs Mirage III/Dagger
The Falklands Conflict Twenty Years on
Defense Department Authorization and
Oversight: Research, development, test,
and evaluation*

Air Warfare in the Cold War

Jet Combat in the Nuclear Age

Air Power in the Falklands Conflict

Lightning Up

This new book explores innovation within the Royal Navy

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from the financial constraints of the 1930s to World War Two, the Cold War and the refocusing of the Royal Navy after 1990. Successful adaptation to new conditions has been critical to all navies at all times. To naval historians the significance and process of change is not new, but in recent years innovation has been increasingly studied within a number of other disciplines, providing new theoretical positions and insights. This study examines key case studies of change, some successful others less so, which place the experience of the Royal Navy within a variety of economic and strategic contexts. Together these studies provide excellent new insights against which to set recent ideas on innovation and provide a stimulus to more research by historians and scholars in other disciplines.

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Originally intended as a trainer, the Anglo-French Sepecat jet, equipped with the very latest in weapon-aiming and navigational equipment, eventually became the backbone of the RAF's tactical strike-attack and recce forces for a decade from the mid-1970s. In these pages, the Jaguar Boys - pilots, engineer and ground crew - tell of the aircraft's drawbacks and joys, their sadness at losses, and their pleasure at its development into a readily-deployable and outstandingly-capable fighter-bomber for the post-Cold War era. Then came the Gulf War which signalled the start of a hectic sequence of operational adventures and upgrades for the 'Boys' and seasoned veterans tell of action over Iraq and in the Balkans. One of the best-loved of RAF types, the Jaguar commanded a fierce loyalty and affection which

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shines through in these accounts of an aircraft that will live forever in the memory.

It was to be one of the most ambitious operations since 617 Squadron bounced their revolutionary bombs into the dams of the Ruhr Valley in 1943... When Argentine forces invaded the Falklands in the early hours of 2 April 1982, Britain's military chiefs were faced with a real-life Mission Impossible. This book provides a timely and comprehensive analysis of how three European powers have retained or mutated their levers of influence in their former African colonies since the latter gained independence in the 1960's. Thirty years of complex political and military relationships involving France, Britain, and Belgium and their former colonies are examined in this thought-provoking study, the lessons of which are

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increasingly relevant to the understanding of Euro-African affairs.

An Operational Level Insight into Air Warfare in the South Atlantic

Research, development, test, and evaluation

Hearings on H.R. 2287 (H.R. 2969), Department of Defense Authorization of Appropriations for Fiscal Year 1984 and Oversight of Previously Authorized Programs Before the Committee on Armed Services, House of Representatives, Ninety-eighth Congress, First Session

The Career of Air Vice-Marshal Alan White CB AFC FRAeS RAF

My Falklands Air War

The Falklands War

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Flypast

Following Argentina's military operation to take possession of the Falkland Islands/Islas Malvinas, British Prime Minister Margaret Thatcher's government launched a major naval operation to return them to British rule. Defending the Royal Navy task force were two small squadrons totalling 20 Sea Harriers (SHARs). Initial clashes between SHARs and Argentine Mirages and Daggers on 1 May 1982 failed to eliminate the Sea Harrier defenders. FAA fighter-bomber pilots relied on daring and courageous ultra-low level attacks, frequently escaping the Sea Harrier's

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limited capabilities, against Royal Navy warships and auxiliaries, causing considerable damage during Operation Corporate, the large-scale amphibious operation to repossess the islands. Publishing 35 years after the end of the conflict, this fully illustrated volume offers a balanced and objective examination of the SHAR and the Argentine Mirage and Dagger aircraft, highlighting the attributes of both and the skills and courage of the pilots flying them. The conception of the Pegasus engine in 1957 upset all the conventions of aircraft design. It was previously usual for aircraft designers to

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seek a suitable engine, but this was an engine that sought an aircraft. The aircraft that resulted was the famous Harrier that is still in front-line service with air forces around the world including the RAF and US Marine Corps. This book takes an in-depth look at the engine's original design concept, initial production and flight testing. It then goes on to explain how the developments and improvements have been made over the ensuing years and includes experiences of operational combat flying, both from land and sea. The book is written in a non technical style that makes comfortable reading for all

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enthusiasts and historians and is copiously illustrated with many previously unseen photographs and diagrams.

Follow the fighters of the strategic nuclear strike force. In this book, the roles of jet fighters and fighter bombers in the Nuclear Age are explored. Bowman consolidates a range of firsthand accounts from the pilots themselves with a well-researched history of military aviation from the 1980s to today. Jet Combat in the Nuclear Age pays tribute to the men and women of the USAF Strategic Air Command (SAC) and their role in maintaining peace by deterring any perceived

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Soviet threat with a retaliatory nuclear attack. The 1980s also brought a new enemy in air operations in the Middle East when US Navy F-14 Tomcats and other jet aircraft mounted retaliatory operations against Libya. The book spotlights military craft in action across the globe: US Navy A-6E Intruders bombed Benghazi in 1986 in retaliation for the bombing of a West Berlin disco F-111Fs and RAF Jaguars decimated Saddam Hussein's forces in the opening rounds of Desert Storm Carrier-based craft deployed in support of military operations Joint Endeavor, Desert Strike, and Sharp Guard Today the war

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against terror continues to rely on air power, with small teams of Special Forces troops directing attack aircraft against enemy positions. Jet Combat in the Nuclear Age outlines an era when victory comes from above. Skyhorse Publishing, as well as our Arcade imprint, are proud to publish a broad range of books for readers interested in history--books about World War II, the Third Reich, Hitler and his henchmen, the JFK assassination, conspiracies, the American Civil War, the American Revolution, gladiators, Vikings, ancient Rome, medieval times, the old West, and much more. While not every title we

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publish becomes a New York Times bestseller or a national bestseller, we are committed to books on subjects that are sometimes overlooked and to authors whose work might not otherwise find a home.

“A fascinating account of three SAS missions to counter the Exocet missile . . . from ill-thought out ideas to near suicidal one-way trips onto enemy soil.”—Soldier Magazine This is a revelatory account of three un-tabulated special forces operations, PLUM DUFF, MIKADO and KETTLEDRUM, that were tasked to destroy Argentina’s Exocet missiles during the 1982

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Falkland's campaign. Interviews with the SAS officer commanding Operation PLUM DUFF, members of the reconnaissance patrol for Operation MIKADO, plus the navigator of the helicopter that flew eight troopers into Tierra del Fuego, has allowed the author to describe the tortuous events that led, instead, to a significant survival story. The RAF pilots ordered to conduct an "assault-landing" of two Hercules onto Rio Grande air base during Operation MIKADO have spoken of the extraordinary procedures they developed: so have the commander of the SBS and the captain of the British submarine involved

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in Operation KETTLEDRUM. The Super Étendard pilots who sank HMS Sheffield and MV Atlantic Conveyor and then “attacked” HMS Invincible, plus a key member of the Argentine special forces and the brigadier defending Rio Grande, add credence, depth and gravitas to the saga: as does an equally revealing interview with the SIS (MI6) officer who led the world-wide search for Exocets on the black market. Disturbing over-confidence by commanders at home was finely counter-balanced by stirring accounts of inspiring physical and moral courage across the South Atlantic. Exocet Falklands is a ground-

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breaking work of investigative military history from which many salutary lessons can be learned. “Between politics, diplomacy and barbouzeries, this well-documented work will lead you in the arcane of what should have changed the course of this war.”—Air Fan

South Atlantic 1982

Air War in the Falklands 1982

Disconsolate Empires

War in the South Atlantic

The Falklands Naval Campaign 1982

Writing and Producing the Military Memoir

The Untold Story of Special Forces Operations

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This book explores the era of the 1970s right up to the present day, illustrating how fighter-bombers and tactics have developed and evolved during this time. It covers all the most significant military conflicts that have characterised this era, including the Eleven Day War of Christmas 1972 in Vietnam and the Falklands War of 1982, when Harrier pilots engaged in aerial battles with Skyhawks and when Vulcans, supported by Victor tankers, flew 'Black Buck' raids on Argentine positions. It also explores the era of the Gulf War, which witnessed the Victor and the B-52 fighting alongside Buccaneers, Tornados and F-111s. Then

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there is the ongoing war against terror, culminating in the opening stages of 'Inherent Resolve' which has seen Tornadoes, F/A-18 Hornets, Soviet-built Su-24M2 and Su-30CM jet fighters, Su-25 SM armoured subsonic close air support/attack aircraft, Su-34 multi role fighter/bombers and the Tupolev Tu-160 'Blackjack' heavy strategic bombers employed in the war against Islamic State in Iraq and Syria. The author's well-researched historical narrative sets a range of dramatic first-hand crew-member accounts solidly in context, creating a rounded and authentic sense of events as they played out during five dynamic

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decades of aviation history.

With the sudden Argentine invasion of the remote Falkland Islands on 2 April 1982 the United Kingdom found itself at war. Due to the resolve of a determined Prime Minister and the resourcefulness of the Armed Forces, a Task Force, code named Operation CORPORATE, was quickly dispatched. Remarkably just over two months later, the Islands were liberated and the invaders defeated. By any standards this was remarkable feat of all arms cooperation made possible by political resolve, sound planning, strong leadership and the courage and determination of the

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combatants. Martin Middlebrook, one of the most skillful historians of the 20th Century, has weaved the many strands of this extraordinary military achievement into a fascinating, thorough and highly readable account of the Campaign. For a full understanding of what it took to win this war there will be no better account to read than this.

No other technical development since the introduction of gunpowder has had as great an influence on warfare as the aircraft. From its early beginnings as simply a means of aerial reconnaissance to its utter supremacy on the battlefield, the aircraft has evolved into the

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most versatile and precise killing machine known to man. In this wide-ranging and comprehensive study, David Sloggett, an internationally-respected defence analyst, investigates the changing role and increasing significance of air power over the course of the previous 100 years. This is accomplished by detailing every major conflict during that period including not only the two world wars and the recent conflicts in the Middle East but also the Korean War, the Cuban Missile Crisis, the Falklands War and Russian use of air power in Afghanistan. Air power's role in Malaya, Oman, Kenya and in Northern Ireland is also

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explained. A Century of Air Power is the most important study of the use of military aircraft ever undertaken and as such provides valuable lessons for the future not only for the commanders who have to apply these all-powerful weapons but also for the politicians who have to determine its use.

This first hand account from the commander of Naval Air Squadron 801 tells the story of how twenty Sea Harriers took on and conquered more than 200 Argentine military aircraft.

The Age of Surface-to-Air Missiles

My Friends, The Enemy

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Flashpoints

British Ground-Attack Aircraft of the 1970s and '80s
Innovation and Defense

Jaguar Boys

Harrier Boys. Volume 2

This book explores how military memoirs come to be written and published. Looking at the journeys through which soldiers and other military personnel become writers, the authors draw on over 250 military memoirs published since 1980 about service with the British armed forces, and on interviews with published military

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memoirists who talk in detail about the writing and production of their books. A range of themes are explored including: the nature of the military memoir; motivations for writing; authors' reflections on their readerships; inclusions and exclusions within the text; the memories and materials that authors draw on; the collaborations that make the production and publication of military memoirs possible; and the issues around the design of military memoirs' distinctive covers. Written by two leading commentators on the sociology of the military, *Bringing War to Book* offers a new and original

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argument about the representations of war and the military experience as a process of social production. The book will be of interest to students and scholars across a range of disciplines including sociology, history, and cultural studies.

The gripping personal story of a Falklands Fighter Ace. David Morgan, RAF officer and poet, relives his experiences during the Falklands War in this vivid memoir. On secondment to the Royal Navy when the Argentine invasion of the Falklands began and personally credited with shooting down two Argentine Skyhawks as well

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as enemy helicopters, Morgan was later awarded the Distinguished Service Cross. Here he recounts his involvement in the first British air-strike against Argentine positions around Port Stanley and describes being first on the scene when enemy jets bombed the landing ships SIR TRISTRAM and SIR GALAHAD. Including the author's heartfelt letters sent back to England to close family and friends, HOSTILE SKIES dramatically recalls what it was really like to fight, live and love during the Falklands War. From acclaimed aviation historian Michael Napier, this is a highly illustrated survey of the

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aerial fighting in the flashpoints of the Cold War. The Cold War years were a period of unprecedented peace in Europe, yet they also saw a number of localised but nonetheless very intense wars throughout the wider world in which air power played a vital role. Flashpoints describes eight of these Cold War conflicts: the Suez Crisis of 1956, the Congo Crisis of 1960-65, the Indo-Pakistan Wars of 1965 and 1971, the Arab-Israeli Wars of 1967 and 1973, the Falklands War of 1982 and the Iran-Iraq War of 1980-88. In all of them both sides had a credible air force equipped with modern types, and air

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power shaped the final outcome. Acclaimed aviation historian Michael Napier details the wide range of aircraft types used and the development of tactics over the period. The postwar years saw a revolution in aviation technology and design, particularly in the fields of missile development and electronic warfare, and these conflicts saw some of the most modern technology that the NATO and Warsaw Pact forces deployed, alongside some relatively obscure aircraft types such as the Westland Wyvern and the Folland Gnat. Highly illustrated, with over 240 images and maps, Flashpoints is

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an authoritative account of the most important air wars of the Cold War.

In the second volume of Harrier Boys, as with the first, the history of this remarkable aircraft in service with UK armed forces is illustrated through personal reminiscences of the people who worked with it. The book begins with explanations of the mature concept of operations with the Harrier GR3 in the Cold War. It then progresses through the evolution of Harrier II, starting with the GR5, and updates to the Sea Harrier, while the potential battles to be fought necessitated ever-changing tactics and

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technology. The new Harriers used digital developments for airframe, engine and weapons control. Conflicts in Iraq, Bosnia, Kosovo, Sierra Leone and Afghanistan saw ground-attack missions move towards the delivery of smart weapons from medium level, rather than the dumb bombs and low level of the Cold War era - meaning that the Harrier had once more to demonstrate its legendary versatility. The introduction of the Sea Harrier FA2, with its beyond visual range air-to-air missiles and improved radar, gave much improved air defense. The UK Harrier story ends with the

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closer integration of the RN and RAF forces, before the aircraft's all-too-early retirement in 2010, possibly decades before other countries forsake this unique capability.

Bringing War to Book

Life in Military Intelligence During the Falklands War

True Tales from Operators of the Big Cat in Peace and War

Air Defence Artillery in Combat, 1972 to the Present

Britain's Legendary Jump Jet and the Untold Story of the Falklands War

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Vulcan 607

Routledge Handbook of Air Power

The Falklands Conflict was remarkable for many reasons: it was a hard fought, bloody and short conflict between a leading NATO power and one of the most capable armed forces in South America; it demonstrated the capabilities of a range of cutting-edge technologies including nuclear-powered attack submarines, Exocet missiles and Sea Harrier VSTOL aircraft; and it was fought many thousands of miles away from the Royal Navy's home bases. In this illustrated study, renowned naval historian Dr Edward Hampshire draws upon the latest available

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sources to offer a comprehensive examination of the Falklands naval campaign. Blow-by-blow accounts of key engagements, such as the sinking of the General Belgrano, the loss of HMS Sheffield, and the landings at San Carlos Bay, are presented alongside lesser known but equally important naval operations that helped shape the outcome of the conflict. The Routledge Handbook of Air Power offers a comprehensive overview of the political purposes and military importance of air power. Despite its increasing significance in international relations, statecraft and war, the phenomenon of air power remains controversial and little understood beyond

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its tactical and technological prominence. This volume provides a comprehensive survey designed to contribute to a deep and sophisticated understanding of air power. Containing contributions from academics and service personnel, the book comprises five sections: - Part I Foundation: the essence of air power - Part II Roles and functions: delivering air power - Part III Cross-domain integration: applying air power - Part IV Political–social–economic environment: air power in its strategic context - Part V Case studies: air power in its national context Examining a series of themes and factors that contribute to an understanding of

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the utility and applicability of air power, this Handbook focuses on the essence of air power, identifies its roles and functions, and places air power in its wider strategic and national contexts. The Routledge Handbook of Air Power will be of great interest to students of air power, strategic studies, defence studies, security studies and IR, as well as to military professionals and policy-makers. Sharkey Ward commanded 801 Naval Air Squadron, "HMS Invincible", during the Falkland War of April to June 1982, and was senior Sea Harrier adviser to the command on the tactics, direction and progress of the air war. He flew over 60 war missions, achieved

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three air-to air kills, and took part in or witnessed a total of ten kills; he was also the leading night pilot, and was decorated with the Distinguished Service Cross for gallantry. But what, after all, could 20 Sea Harriers, operating from a flight-deck bucketing about in the South Atlantic, do against more than 200 Argentine military aircraft flown by pilots who, as the raids against the British shipping proved, displayed enormous skill and almost suicidal gallantry? The world knows the answer - now. What is puzzling, therefore, is this book's truthful depiction of the attitudes of some senior non-flying naval officers, and of the RAF, towards the men (and

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indeed the machine) that made possible the victory in the Falklands. This first-hand account charts, in detail, the naval pilots' journey to the South Atlantic, and how they took on and triumphantly conquered the challenges they faced. It is a dramatic story, leavened with accounts of the air-to-air fighting and of life in a squadron at sea and on a war footing. But it is also a tale of inter-Service rivalry, bureaucratic interference, and the less-than-generous attitudes of a number of senior commanders who should certainly have known better; indeed, some of them might even have lost the war through a lack of understanding of air warfare. The author attempts to

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put the record straight.

During a twenty-five year flying career in the RAF, Jerry Pook has flown Hunter Fighter/Ground Attack aircraft in the Gulf, Harriers in West Germany, the supersonic Starfighter with the Dutch Air Force, the Harrier in Belize, Central America and the Tornado bomber at the Tri-national Tornado Training Establishment where he trained German and Italian pilots and navigators. Jerry had a long relationship with the Harrier Fighter/Ground Attack vertical take-off aircraft. This he flew in West Germany at the height of the Cold War operating from Wildenrath and off-base operations with Field Wing operations

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based in the fields and woods of the German countryside. Jerry saw action during the Falklands War when based on HMS Hermes and flying one of the few RAF Harriers in the Ground Attack role in support of the troops fighting ashore. He then enjoyed flying the American-built Starfighter RF 104G during a 3 year exchange tour with the Dutch Air Force—he describes the Starfighter as ' beautiful to fly, smooth and sophisticated, supremely fast and powerful—if you took liberties with it you knew it would kill you in an instant.' After 3 years with No 1(Fighter) Squadron and again flying the Harrier he moved to the then new Tornado, flying in its bomber

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role. This he continued to fly operationally and in the instructional role for 13 years until grounded from military flying for medical reasons.

Flying Freestyle

Britain's Legendary Jump Jet and the Untold Story of the Falklands War

French, British and Belgian Military Involvement in Post-colonial Sub-Saharan Africa

Harrier 809

The Changing Face of Warfare, 1912–2012

Jet Wars in the Nuclear Age

RAF Harrier Ground Attack: Falklands

'Utterly brilliant: a fantastically exciting book... This really

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does read like the best kind of thriller. His best book yet' James Holland, author of Normandy '44 April 1982. Argentina invades the Falkland Islands. In response, Britain despatches a naval task force. Eight thousand miles from home, its fate hinges on just twenty Sea Harriers against the two hundred strong might of the Argentine Air Force. The odds against them are overwhelming. The MoD's own estimates suggest that half the Harriers will be lost in the opening days of the conflict. They need backup. Within three weeks 809 Naval Squadron is reformed, trained and heading south, ready for war. Not since World War Two had so much been expected of such a small band of pilots.

From the television footage shown in all its stark reality and

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the daily coverage and subsequent memoirs, the impression delivered from the air battles in the Falklands Conflict was that of heroic Argentine pilots who relentlessly pressed home their attacks against the British. While, by contrast, there is a counter-narrative that portrayed the Sea Harrier force as being utterly dominant over its Argentine enemies. But what was the reality of the air war over the Falkland Islands? What books on the air operations have been published since that time? They have, in the main, been personal accounts, re-told by those who were there, fighting at a tactical level, or back at their nation's capital running the strategic implications of the outcome. But a detailed analysis of the operational level of air war has not been undertaken – until now. At the same

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some analysts have inferred that this Cold War sideshow offers little insight into lessons for the operating environment of future conflicts. As the author demonstrates in this book there are lessons from 1982 that do have important and continued relevance today. Using recently released primary source material, the author, a serving RAF officer who spent two-and-a-half years in the Falklands as an air defence navigator, has taken an impartial look at the air campaign at the operational level. This has enabled him to develop a considered view of what should have occurred, comparing with what actually happened. In so doing, John Shields has produced a comprehensive account of the air campaign that has demolished many of the enduring myths. This is the story

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of not why, but how the air war was fought over the skies of the South Atlantic.

The war fought between the United Kingdom and Argentina in 1982, for the possession of the Falkland Islands was probably the last 'colonial' war that will ever be undertaken by the British. This book shows how the key to British success was the speed with which the British gained and then maintained air superiority over the islands and the waters around them with their small force of Sea Harrier STOVL warplanes, which operated from two aircraft carriers. Though subsonic, the Sea Harrier and its Sidewinder AAM were a combination altogether superior to Argentina's mix of supersonic and subsonic warplanes with older weapons, and this advantage

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was emphasised by the significantly greater tactical acuity of the British pilots. The Argentine pilots fought with considerable piloting skill and enormous courage, and scored a number of stunning successes against British warships, but ultimately they could not prevent the British landing and the following land campaign that resulted in complete Argentine defeat.

Having made its debut in the Franco-Prussian War in 1870, anti-aircraft artillery was used extensively in the First World War. It was, however, not until the Second World War that anti-aircraft artillery truly came into prominence, shooting down more aircraft than any other weapon and seriously affecting the conduct of air operations. The development of

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anti-aircraft artillery continued into the Cold War, resulting in the extensive introduction of surface-to-air missiles, or SAMs. Such weapons are cheaper to manufacture, simpler to maintain, and easier to operate than the vast fleet of aircraft required to defend an airspace. Though the first combat success of such weapons was during the Vietnam War, when a Soviet-designed S-75 Dvina missile shot down a USAF F-4C Phantom on 24 July 1965, it was the Yom Kippur War of 1973 which brought surface-to-air missiles to the center stage. During this short but bitter conflict, Egyptian and Syrian air defenses shot down nearly fifty Israeli aircraft in the first few days alone – almost a fourth of Israel's entire combat aircraft fleet. In all, Israel lost 104 aircraft during the war and, for

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first time, more aircraft were lost to SAMs than any other cause. The age of surface-to-air missiles had dawned. In this unique examination, the author details the development of not just surface-to-air missiles, but all anti-aircraft artillery, since 1972. The part that such equipment played in all of the major conflicts since then is explored, including the Soviet Afghan War, the Falklands War, in which Rapier was deployed, the conflict in Lebanon, Kosovo and Bosnia, the Gulf War, Operation Desert Storm in 1991, and Operation Iraqi Freedom in 1993. The investigation is brought right up to date by a study of the weapons, tactics and engagements seen in conflicts in Syria and Yemen.

Pegasus, The Heart of the Harrier

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Aerospace power in the twenty-first century a basic prime

Exocet Falklands

Jet Fighter Campaigns: 1980s to the Present Day

Air Force Magazine

A Maverick at War

hearings before the Committee on Armed Services, United States Senate, Ninety-eighth Congress, first session, on S.

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This book is based on a conference at Sandhurst Military College held to re-examine the events in the Falklands of spring 1982. It is a mix of those who participated in the event with historians, political scientists and journalists.

Alan White served in the RAF from 1953 to 1987 roughly the

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period of the Cold War. His introduction to flying came in his University Air Squadron. This seduced him into dropping out of University and joining the RAF. He initially had success during the piston-engine stages of his training but damage to a Vampire T11 and a bad start on the Hunter Weaponry Course set his confidence back until he recovered during service with his first Hunter Squadron. The infamous Duncan Sandys' cuts of 1957 caused the closure of his squadron and he found himself towing air-to-air gunnery targets, but luckily he was then moved to instruct on the Hunter Operational Conversion Unit where he developed his solo aerobatic display skills. He was then posted to take Hunters to Singapore and form a Squadron. He became involved with the SEATO response to assist the Thai governments request

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against communist insurgents from Laos and spent five months at Chiang Mai camping in a paddy field. After attending Staff College he was posted to Aden at a time of growing terrorist activity. He worked with the C-in-C, Admiral Sir Michael Le Fanu. Upon his return to the UK he trained to fly the supersonic Lightning fighter and eventually was promoted to lead a squadron. There followed a period of rapid promotion and he became Station Commander at RAF Leuchars. His later appointments as Air Commodore included Director of Operations (Air Defence), Senior Staff Officer HQ 11 Group, Air Commodore Plans at HQ Strike Command (where he assisted in the Falklands conflict) until he was promoted to his final rank and appointed Deputy Commander RAF Germany and then finally he became Commandant,

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RAF Staff College. His account is full of interesting flying detail and the internal workings of the RAF during those dangerous Cold War days.

This essay examines the British use of sea-based aviation in support of two modern amphibious campaigns: the British campaign in Norway in 1940 and in the Falkland Islands War in 1982. The purpose is to determine whether or not aircraft carriers (sea-based aviation) were at the root of the success or failure of British efforts. In April 1940, there were no airfields in central Norway capable of supporting modern, high performance aircraft. As the Norwegian campaign unfolded and the British faced a significant land-based air threat from the Luftwaffe, they failed to appreciate the tactical and operational potential of sea-based aviation. At the same time,

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British naval aircraft were technically inferior in design and capability compared to their Luftwaffe land-based counterparts in 1940. Nevertheless, despite determined attacks on British naval assets at the tactical level, at the operational level, the German command limited their campaign goals and did not exploit their advantage in the air to the extent possible. Their actions did, however, place great pressure on British sea based lines of communication in central Norway, the operational pivot of the campaign. In 1982, against the Argentines, the British faced another opponent with superior land-based aviation. Although the British fully appreciated the need for air superiority, they employed a tactical scheme not unlike what had occurred in Norway. Nevertheless, the British were able to successfully

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contest the airspace above the Falklands and ultimately succeeded in defeating Argentine ground forces and ejecting them from the islands.

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Hostile Skies