



Spitfire Ace

Gordon Olive



Spitfire Ace:

Spitfire Ace Martin Peter Davidson, James Taylor, 2003-12-27 The Battle of Britain 1940 was one of the most famous air battles in the history of warfare and it is a story of ruthless organisation brilliant control and command But at its heart is one particular figure a legend ever since The RAF fighter pilot And one particular plane a piece of machinery that has almost mythic historical glamour the Supermarine Spitfire reintroduces us to the few that flew in the Battle of Britain and includes interviews with 25 of the 35 remaining veteran Spitfire pilots Combined with a historical narrative of the events surrounding the Battle of Britain the reader learns what it was like to fly a Spitfire and to experience combat flying at its most visceral Illustrated with over 80 photographs and contemporary archive material *Spitfire Pilot* provides a vivid portrait of the fighter boys and their finest hour their planes including Spitfires Hurricanes and Messerschmitts and Fighter Command RAF versus the Luftwaffe

[Spitfire Ace](#) Gordon Olive, 2015-07-15 The amazing story of one of the Few Spitfire fighter pilot Gordon Olive who shot down ten enemy aircraft during the Battle of Britain **Spitfire Aces of Northwest Europe 1944-45**

Andrew Thomas, 2014-09-20 In the bitter air fighting over Western Europe during the last year of the war no fewer than 37 pilots became aces flying Merlin engined Spitfires whilst 72 other aces increased their scores flying them *Johnnie Johnson's Great Adventure* DILIP SARKAR. MBE, 2020-12-30 [Spitfire Aces of the Channel Front 1941-43](#) Andrew Thomas, 2016-06-16 Published to coincide with the 80th birthday of the Spitfire this is the combat history of one of the most iconic planes ever built as it pushed on from the successes of the Battle of Britain and took the fight to the Germans over the Channel between 1941-43 [Johnnie Johnson's 1942 Diary](#) Dilip Sarkar, 2020-12-28 A unique insight into how fighter pilots lived loved and died through the diary of the top scoring RAF Ace who survived the Battle of Britain A one time household name synonymous with the superlative Spitfire Air Vice Marshal Johnnie Johnson's aerial combat successes of World War II inspired schoolboys for generations As a lowly Pilot Officer Johnson learned his fighter pilot's craft as a protégé of the legless Tangmere Wing Leader Douglas Bader After Bader was brought down over France and captured on 9 August 1941 Johnnie remained a member of 616 South Yorkshire Squadron By the beginning of 1942 when Johnnie's diary begins Fighter Command was pursuing an offensive policy during daylight hours reaching out and taking the war to the Germans in France It was also a period in which the Focke Wulf Fw outclassed the Spitfire Mk V In Johnnie's words the Fw 190 drove us back to the coast and for the first time pilots lost confidence in the Spitfire As well as his participation in Rhubarb and Circus sorties Johnnie was also involved in Operation Jubilee on 19 August 1942 In this diary published here for the first time we get a glimpse of the real Johnnie and what it was really like to live and breathe air fighting during one of the European air war's most interesting years 1942 Presented on a day by day basis each of Johnnie's entries is supported by an informative narrative written by the renowned aviation historian Dilip Sarkar drawing upon official documents and his interviews and correspondence with the great man Provides a number of insights into life in the RAF Fighter Command of that period Most

Highly Recommended Firetrench *Spitfire Ace of Aces* Dilip Sarkar,2011-07-15 The biography of the RAF's top fighter pilot Johnnie Johnson who shot down more enemy aircraft than any other pilot during the Second World War *From North Africa to the Arakan* Alan McGregor Peart,2012-09-20 An ace fighter pilot recounts his experiences fighting the Germans and the Japanese from Malta to Burma in this WWII combat memoir Born in New Zealand in 1922 Alan Peart always dreamed of becoming a Spitfire pilot During the Second World War he volunteered for the Royal New Zealand Air Force and after distinguishing himself in training joined the elite 610 Squadron He served in numerous theaters of combat from Italy and North Africa to India and Burma where he took part of the Arakan Campaign Operating from Broadway airstrip his was the only spitfire not destroyed during air strikes In this lively account Peart puts readers in the cockpit as he achieves ace status in heated combat against both German Luftwaffe and the Japanese Army Air Force He also details the appalling living conditions and the issues the aircrew faced living far from civilization After miraculously surviving World War II Peart became president of the Burma Star Veterans association *On Silver Wings* James B. Wright,2025-06-05 In July 1940 Desmond Ibbotson joined the RAF Volunteer Reserve hoping to fly Spitfires He achieved his dream aged just 19 eventually completing 650 flying hours in seven types of Spitfire He did two tours of operations with three of the RAF's elite squadrons in the skies over France North Africa and Italy was credited with eleven confirmed victories and awarded the Distinguished Flying Cross and Bar After a dramatic active service that saw him shot down during the Battle of El Alamein captured by Rommel's forces and making a daring escape in 1944 he was promoted and moved to instructor duties at Perugia Italy where he trained experienced pilots returning to the front line or converting to a new fighter type Tragically just over three months later Desmond was killed during a routine test flight that November He was buried in a military cemetery but serious questions would remain about his death How had such an experienced pilot crashed while undertaking such a simple flight And given that he had a marked grave when a Spitfire was excavated from an Italian field sixty two years later why were Desmond's remains still inside The product of over twenty years of meticulous research *On Silver Wings* is a detailed study that respectfully relays the events of Desmond's short but eventful life investigating what happened on his tragic final flight and exactly how he came to have two graves *World War II Fighter Planes Spotter's Guide* Tony Holmes,2021-02-04 A compact but comprehensive guide to the iconic fighter planes that fought during World War II which features full colour profile artwork throughout World War II saw pilots from around the world battling in the skies over Europe Asia and Africa with victory resting upon their nerve skill and the capabilities of some of history's most iconic aircraft In the chaos of battle it was vital that they could quickly identify friend from foe But do you know your Hurricane from your Bf 109 or what the legendary P 51 Mustang looks like Do you know the wingspan of the A6M Zero sen or how fast it could fly World War II Fighter Planes Spotter's Guide answers all of these questions and more providing essential information on over 90 legendary aircraft from the celebrated Spitfire to the jet powered Me 262 Featuring full colour artwork to aid recognition as well as all

the details you need to assess their performance this is the perfect pocket guide to the Allied and Axis fighters of World War II

Buck McNair Norman L. R. Franks, 2001 Robert Buck McNair came from Nova Scotia the second of three sons born of a mix of Scottish and German parents As a young man he became interested in flight and was lucky enough to be able to fly floatplanes off the Canadian lakes When war came he went through flight training in Canada sailed to England and in the summer of 1941 found himself with the newly formed 411 Squadron RCAF Eventually this unit began flying sweeps over Northern France and he saw his first combat actions during that autumn An aggressive fighter pilot he was chosen by his Canadian CO to accompany him to the besieged island of Malta in the spring of 1942 to coincide with the arrival on that island of the first Spitfires Almost before he found his feet he was nearly killed in a bombing raid In wartime Malta there was no chance to recuperate and he had to continue flying which he did with distinction gaining a number of victories and winning his first DFC Returning to England later in 1942 he saw action over Dieppe in August and became a flight commander After a break in Canada he took command of 421 Squadron RCAF in the summer of 1943 leading his pilots in many sorties over France and gaining more victories and two more DFCs Finally as a wing leader in early 1944 his leadership brought him the DSO However he had been injured on one sortie which forced him to bale out of a burning Spitfire and he was taken off operations shortly before D Day His score of victories however had reached 16 with others probably destroyed and damaged After the war he continued in the RCAF at home and abroad In 1953 he was a passenger in a North Star aeroplane which crashed at Vancouver airport and his bravery in helping extricate those on board resulted in the Queen s Commendation for Brave Conduct Later he commanded No 4 Canadian Wing in Germany and continued to fly fast jets In the last years of his life it was discovered that he had contracted leukaemia through treatment to help with an injured back the result of two war time bale outs However he continued in the service his final posting being to the Canadian Embassy in London until his untimely death in early 1971 This is a remarkable story of courage and heroism by one of the Second World War s top scoring fighter pilots who inspired his men and fellow pilots in actions above the skies of France and Malta and who despite being almost blind in one eye continued to lead and spur his men onto greater actions *Faces of HMS Royal Oak* Dilip Sarkar, 2023-12-30 On 14 October each year a White Ensign is placed on the stern of an upturned warship by Royal Navy divers This act commemorates the 835 men of HMS Royal Oak who died in 1939 when the battleship was sunk at anchor in Scapa Flow by the German U boat U 47 The sinking of the veteran First World War Revenge class Royal Oak shocked not only the Admiralty but the whole nation Though Scapa Flow was far from being impregnable as a base for the Royal Navy s Home Fleet it was surrounded by a ring of islands separated by shallow channels subject to fast racing tides While it was recognized that it was not impervious to enemy submarines measures had been put in place to minimize any such threat Blockships had been sunk at potentially vulnerable points and anti submarine booms deployed across the wider channels The outbreak of war in September 1939 saw additional anti submarine measures put in hand Despite these

increased precautions German aerial reconnaissance had spotted weaknesses which were exploited on the night of 13 14 October 1939 by Kapit nleutnant G nther Prien in U 47 The German submarine was able to slip into Scapa Flow undetected and fire three torpedoes towards Royal Oak Only one torpedo found its mark A second salvo was fired and this time all three hit the battleship igniting a magazine causing massive damage Within thirteen minutes HMS Royal Oak had turned over and sank In Faces of HMS Royal Oak Dilip Sarkar not only reveals the tragic and moving stories of many of those who died but also some of the 399 who survived the sinking of the first Royal Navy battleship lost in the Second World War Through their photographs and in some cases words the horrors of those fateful few minutes as Royal Oak rolled and slid into the cold dark waters of Scapa Flow are relived in startling clarity *Battle of Britain Daylight Defeat* Dilip Sarkar,2025-07-10 Sarkar s sixth volume examines the fourth phase of the Battle of Britain detailing Luftwaffe failures and Britain s resilience In this the sixth of Dilip Sarkar s unprecedented eight volume series the day by day events occurring in the fourth phase of the Battle of Britain are chronicled and set within a much wide context including the operations of Bomber and Coastal Commands and the Home Front Renowned for his evidence based approach the author has returned to primary sources the analysis arising often challenging our previous understanding and the popular narrative In Volume 5 Target London 7 September 1940 17 September 1940 the beginning of the Blitz was explored at length This illuminated the inescapable fact that Luftwaffe air intelligence completely failed to understand how Fighter Command was organised and controlled nor that it was replacement pilots not aircraft that was Air Chief Marshal Dowding s greatest concern Indeed on 15 September 1940 Luftwaffe aircrews were briefed to expect but a token resistance over London from the last handful of RAF fighters their morale shattered when their first attack was met by over 300 the second by nearly as many This convinced Hitler that the Luftwaffe could not achieve the aerial superiority needed for the invasion of Britain to proceed Two days later Operation Seel we was postponed indefinitely Reichsmarschall Herman G ring however still believed that the Luftwaffe could prevail and so continued attacking the UK changing tack yet again As London had proved it could take it the Luftwaffe whilst continuing to bomb the capital by night now focussed its daylight attacks on the British aircraft industry Naturally the Supermarine Spitfire factory at Southampton was a primary target it was subsequently badly hit with great loss of life Other factories in the West Country were also targeted and owing to a navigation error due to cloud cover the picturesque town of Sherborne was devastated on 30 September 1940 By that date however it was clear that G ring s He 111 force was unable to continue absorbing such losses and the type was exclusively switched to night bombing thereby substantially reducing the German daylight bombing force On 20 September 1940 Me 109 fighter bombers attacked London and going forward the next and final phase would see such attacks and high flying fighter sweeps dominate the daytime arena Such raids though were never going to defeat Britain so it is fair to say that the period reviewed in this volume really did see the Daylight defeat of the Luftwaffe over England in 1940 and the events involved are interpreted and recounted in great detail **Johnnie Johnson's Great Adventure** SARKAR

MBE DILIP,2022-05-30 Air Vice Marshal Johnnie Johnson a policeman s son from Leicestershire ended the Second World War as the RAF s top scoring fighter pilot Fearless and an exceptional pilot and marksman Johnnie was also highly intelligent and a gifted writer Having published two of his own books Wing Leader and The Circle of Air Fighting during the 1980s and 1990s Johnnie co authored several more with another fighter ace namely Wing Commander P B Laddie Lucas In 1997 the AVM suggested to his friend the prolific author Dilip Sarkar that the pair should collaborate on The Great Adventure a book that would in effect be Johnnie s account of the Long Trek from Normandy across Northern Europe into the heart of the Third Reich itself Greycap Leader was to produce a draft after which Dilip would add the historical detail and comment Sadly the project was unfulfilled because Johnnie became ill and passed away aged eighty five in 2001 Years later Johnnie s eldest son Chris discovered the manuscript among his august father s papers In order to keep Johnnie s memory evergreen Chris naturally turned to Dilip to finally see the project through to its natural conclusion In this book Johnnie re visits certain aspects of his wartime service including the development of tactical air cooperation with ground forces his time as a Canadian wing leader in 1943 when the Spitfire Mk IX at last outclassed the Fw 190 and details his involvement in some of the most important battles of the defeat of Nazi Germany including Operation Overlord and the D Day landings in 1944 Operation Market Garden and the airborne assault at Arnhem and the Rhine Crossings throughout all of which Johnnie also commanded Canadian wings Here then we have The Great Adventure Greycap Leader s previously unpublished last look back

Battle of Britain Remembered Dilip Sarkar MBE FRHistS FRAeS,2025-11-30 The summer of 1940 marked a pivotal moment in the Second World War Following the Fall of France Britain and the Commonwealth stood alone against the threat of Nazi Germany With the prospect of invasion looming and Hitler s forces undefeated the outlook appeared bleak As the new Prime Minister Winston Churchill predicted the Battle of Britain is about to begin Under the leadership of Reichmarshall Hermann G ring the Luftwaffe sought to destroy the RAF and secure aerial supremacy but Fighter Command s young aircrew immortalised by Churchill as The Few resisted with great determination Over sixteen weeks from 10 July to 31 October 1940 nearly 3 000 aircrew fought with 544 losing their lives Their sacrifice was supported by the RAF Allied forces and the civilian population all playing vital roles in the struggle In his eight volume series Dilip Sarkar MBE FRHistS explores the Battle of Britain with a meticulous evidence based approach Drawing on primary sources Sarkar challenges popular narratives while providing comprehensive day by day accounts of every raid squadron action and strategic operation including Bomber and Coastal Command activities and the impact on the Home Front Produced in collaboration with the Battle of Britain Memorial Trust this series offers the most up to date research available This final volume focuses on how the Battle of Britain has been commemorated over time and examines its cultural and historical significance Concluding with a comprehensive directory of memorials museums and sites related to the battle the book serves as an essential guide for those interested in exploring these locations and connecting with the dramatic events of 1940

The Battle of Britain on the Big

Screen Dilip Sarkar,2023-03-23 During the Second World War the British movie industry produced a number of films concerning the war all of which were by necessity heavily myth laden and propagandised Foremost among these productions was *The First of the Few* which was the biggest grossing film of 1942 In the immediate post war period to start with there were no British aviation war films The first to be released was *Angels One Five* in 1952 It was well received confirming that the Battle of Britain was a commercial commodity Over the next few years many famous war heroes published their memoirs or had books written about them including the legless Group Captain Douglas Bader whose story *Reach for the Sky* told by Paul Brickhill became a best seller in 1956 It was followed a year later by the film of the same name which starring Kenneth More dominated that year s box office The early Battle of Britain films had tended to focus upon the story of individuals not the bigger picture That changed with the release of the star studded epic *Battle of Britain* in 1969 Using real aircraft the film produced in color and on a far larger scale than had been seen on film before was notable for its spectacular flying sequences Between the release of *Reach for the Sky* and *Battle of Britain* however much had changed for modern Britain For a variety of reasons many felt that the story of the nation s pivotal moment in the Second World War was something best buried and forgotten Indeed the overall box office reaction to *Battle of Britain* reinforced this view all of which might explain why it was the last big screen treatment of this topic for many years It was during the Battle of Britain s seventieth anniversary year that the subject returned to the nation s screens when Matthew Wightman s docudrama *First Light* was first broadcast Essentially a serialisation of Spitfire pilot Geoffrey Wellum s best selling memoir of the same title Wightman cleverly combined clips of Wellum as an old man talking about the past with his new drama footage The series is in the opinion of the author the best portrayal of an individual s Battle of Britain experience to have been made In this fascinating exploration of the Battle of Britain on the big screen renowned historian and author Dilip Sarkar examines the popular memory and myths of each of these productions and delves into the arguments between historians and the filmmakers Just how true to the events of the summer of 1940 are they and how much have they added to the historical record of *The Finest Hour* *Battle of Britain*

Airfields Under Attack Dilip Sarkar,2024-11-30 In this unprecedented series exploring the big story of the Battle of Britain renowned historian Dilip Sarkar investigates the wider context and intimate details of the epic aerial conflict in the summer of 1940 from all sides In so doing he gives due acknowledgement to the roles of Bomber and Coastal Commands in addition to the fabled Few of Fighter Command This unique narrative draws upon a lifetime of research the author having enjoyed a long relationship with survivors and the relatives of casualties his innumerable interviews and first hand accounts collated in addition to privileged access to personal papers providing essential human interest to this inspirational story In this the fourth volume *Battle of Britain Airfields Under Attack* Dilip continues to examine the fighting on a day by day combat by combat basis from 19 August until 6 September 1940 It is a period in which we saw the Luftwaffe s bombing of the all important 11 Group airfields intensify culminating in *The Hardest Day* of 18 August 1940 which saw both sides lose more

aircraft than any other day throughout the whole Battle of Britain The tensions and problems between Fighter Command s 11 and 12 Groups also intensified It was a situation that eventually led to Squadron Leader Douglas Bader criticising Fighter Command tactics proposing the use of Big Wings contrary to the System of Air defense and strategy involved gaining the support of his 12 Group commander Air Vice Marshal Leigh Mallory Given its later significance this is investigated in depth Through diligent research combined with crucial official primary sources and personal papers Dilip unravels many myths often challenging the accepted narrative This is not simply another dull record of combat losses and claims far from it Drawing upon unique first hand accounts from a wide range of combatants and eyewitnesses along with Daily Home Intelligence Reports and numerous other primary sources this book forms part of what is likely to be the first and last such comprehensively woven account of this epic air battle *Battle of Britain Target London* Dilip Sarkar MBE,2025-02-13 Dilip Sarkar s fifth volume examines September 1940 in the Battle of Britain challenging myths with detailed research and firsthand accounts In this unprecedented series exploring the big story of the Battle of Britain renowned historian Dilip Sarkar investigates the wider context and intimate details of the epic aerial conflict in the summer of 1940 from all sides In so doing he gives due acknowledgement to the roles of Bomber and Coastal Commands in addition to the fabled Few of Fighter Command This unique narrative draws upon a lifetime of research the author having enjoyed a long relationship with survivors and the relatives of casualties his innumerable interviews and first hand accounts collated in addition to privileged access to personal papers providing essential human interest to this inspirational story In this the fifth volume *Battle of Britain Target London* Dilip continues to examine the fighting on a day by day combat by combat basis from 7 September to 17 September 1940 It was on 7 September that the Luftwaffe changed tack and instead of continuing its successful strikes on 11 Group and its airfields switched its focus to the round the clock bombing of London According to popular narrative this move lost the Germans the Battle of Britain providing Fighter Command an opportunity to recover This however is not necessarily the opinion of certain German scholars all of which is explored by the author The events of 7 September also saw the 12 Group Duxford Wing go into action for the first time the effects of which are analysed This review confirms that the formation massively over claimed and was not therefore as successful as believed at the time by certain senior commanders and politicians Likewise the events of 15 September 1940 long accepted as Battle of Britain Day are often stated to represent a great turning point in the aerial fighting of the summer of 1940 but is this correct Two days later Hitler postponed Operation Sealion the invasion of the United Kingdom indefinitely Could therefore this day be considered the date the Battle of Britain really ended Through diligent research combined with crucial official primary sources and personal papers Dilip unravels many myths often challenging the accepted narrative This is not simply another dull record of combat losses and claims far from it Drawing upon unique first hand accounts from a wide range of combatants and eyewitnesses along with Daily Home Intelligence Reports and numerous other primary sources this book forms part of what is likely to be the first and

last such comprehensively woven account of this epic air battle *Johnnie Johnson's 1942 Diary* Sarkar MBE Dilip,2021-11-30 Air Vice Marshal Johnnie Johnson was a character literally from the pages of Boys Own an individual who became the RAF s top scoring fighter pilot and wing leader par excellence of the Second World War A one time household name synonymous with the superlative Spitfire Johnnie s aerial combat successes inspired schoolboys for generations As a lowly Pilot Officer Johnnie Johnson learned his fighter pilot s craft as a prot g of the legless Tangmere Wing Leader Douglas Bader After Bader was brought down over France and captured on 9 August 1941 Johnnie remained a member of 616 South Yorkshire Squadron in which he became a flight commander and was awarded the DFC a month after Bader s devastating loss By the beginning of 1942 when Johnnie s diary begins Fighter Command was pursuing an offensive policy during daylight hours reaching out and taking the war to the Germans in France It was also a period in which the Focke Wulf Fw outclassed the Spitfire Mk V In Johnnie s words the Fw 190 drove us back to the coast and for the first time pilots lost confidence in the Spitfire As well as his participation in Rhubarb and Circus sorties Johnnie was also involved in Operation Jubilee on 19 August 1942 The air operations involved with the Dieppe Raid saw the greatest aerial battles since the Battle of Britain and it is therefore unsurprising that Johnnie s squadron was heavily engaged by over 100 190s and 109s as he observed in his diary In this diary published here for the first time we get a glimpse of the real Johnnie and what it was really like to live and breathe air fighting during one of the European air war s most interesting years 1942 Presented on a day by day basis each of Johnnie s entries is supported by an informative narrative written by the renowned aviation historian Dilip Sarkar drawing upon official documents and his interviews and correspondence with the great man As would be expected Johnnie s diary also includes numerous personal references On 14 November 1942 for example he married Paul Ingate and much about the young couple s relationship is documented This diary therefore is a unique insight into how fighter pilots lived loved and died [Griffon Spitfire Aces](#) Andrew Thomas,2013-02-20 A unique account of the fastest British fighter plane of World War 2

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