

Special Forces Pilot A Flying Memoir Of The Falkland War

NATIONAL BESTSELLER • The definitive history of combat aviation and fighter aircraft, from World War I to present INCLUDES 32 PAGES OF PHOTOGRAPHS AND 12 MAPS
Lords of the Sky is the “dramatic, fast-paced, and definitive” (Michael Korda) history of fighter pilots and aircraft and their extraordinary influence on modern warfare, masterfully written by “one of the most decorated pilots in Air Force history” (New York Post). A twenty-year USAF veteran who flew more than 150 combat missions and received multiple Distinguished Flying Crosses, Lt. Colonel Dan Hampton draws on his singular firsthand knowledge, as well as groundbreaking research in aviation archives and rare personal interviews with little-known heroes, including veterans of World War II, Korea, and Vietnam. Hampton (the New York Times bestselling author of *Viper Pilot*) reveals the stories behind history’s most iconic aircraft and the aviators who piloted them: from the Sopwith Camel and Fokker Triplane to the Mitsubishi Zero, Supermarine Spitfire, German Bf 109, P-51 Mustang, Grumman Hellcat, F-4 Phantom, F-105 Thunderchief, F-16 Falcon, F/A-18 Super Hornet, and beyond. In a seamless, sweeping narrative, *Lords of the Sky* is an extraordinary account of the most famous fighter planes and the brave and daring heroes who made them legend.

A Royal Navy helicopter pilot’s firsthand account of British Special Forces operations in the Falklands Islands and a failed raid on mainland Argentina. In 1982, Argentina’s invasion of the Falkland Islands initiated an undeclared war with the United Kingdom. During the ten-week conflict, Colonel Richard Hutchings served as a commando helicopter pilot with 846 Naval Air Squadron flying Sea King helicopters. Though the sensitive nature of his experiences prevented him from telling his story for decades, Hutchings now provides a firsthand chronicle of the Falklands War, offering fascinating insight into the conduct of operations there. Colonel Hutchings was charged with transporting Special Force units onto the enemy occupied islands, either to gather intelligence or conduct offensive operations, including the Special Air Service’s successful Pebble Island raid and its ill-fated raid on mainland Argentina. That raid, known as Operation MIKADO, has been little discussed. But as Captain of the Sea King involved, Hutchings gives an authoritative account of what went wrong both in the air and on the ground. He details the circumstances of his crash-landing, encounters with the Chilean authorities and British diplomats in Santiago, as well as the debriefing in an M16 safe house on return to the UK

The 281st AHC gun platoon named the "Wolf Pack" was the 3d platoon where a select and well-known platoon of professional helicopter pilots and crew flying the C-model Huey UH-1C known as the Charlie Model from 1965 through 1971 in Vietnam. These men were like the knights of old, going day after day in twos or threes, to hold the battlefield against all comers and to do battle in defense of the Fifth Special Forces and its long-range reconnaissance unit. Detachment B-52, Project Delta. Pilots and aircrews felt like they were invincible, 6 Feet Tall, bulletproof, and kin to the gun-slingers of the old west. Unfortunately, some made the ultimate sacrifice, others were wounded, and to this day, some still have to deal with that time. Indeed, the legacy of the 281st Wolf Pack is a story of a remarkable, unyielding spirit and uncompromisingly fierce defiance in the face of death with a determined enemy. This book is a work of respect and honor covering the life and times of the U.S. Army's first special operations helicopter company, the "Wolf Pack." As an element of the 281st Assault Helicopter Company, the Wolf Pack provided armed helicopter support for the special forces units in Vietnam, with emphasis on aerial weapons support for Project Delta and the MACV Recondo School, which was recognized as the deadliest school in the armed forces. This book contains the real-time stores of the men who flew and maintained the helicopters that operated under the banner; "Hell From Above." For the most part, these young men were fresh out of school and had been expertidiously trained to fly and maintain their helicopters. Few had previous combat experience. In performing one of the most dangerous missions of the war, these young men, proudly known as the "Wolf Pack," developed aerial gunnery and support skills that identified them as one of the top helicopter gun units of the war! This book tells their story and honors each of them. John "Jack" Mayhew was a major and the 281st AHC commander in 1967-68. He later retired as a colonel with more than 30 years of service. William McCollum was the NCOIC of flight operations in 1967-68. He later retired as a Sergeant First Class with more than 20 years of service
Keywords - Vietnam, Army, Special Operations, Helicopter, 281st Assault, Wolf Pack, Pilots, Aircrew, Special Forces, Platoon, Sacrifice

Catkiller 3-2 provides unique insights into the role of the tactical air controller, airborne (TACA) in I Corps as seen through the eyes of one of the pilots who flew low-flying, unarmed, single-engine aircraft in support of Marine ground units during the Vietnam War. When Gen. William Westmoreland changed the Marines' role in I Corps into a combat one, the Marines found themselves in need of more fixed wing aircraft to handle the TACA missions. The advance party of the Army's 220th Reconnaissance Aircraft Company (RAC) arrived in Vietnam in late June 1965 thinking they were going to be assigned to III Corps Tactical Zone. However, because of the shortage of existing Marine Birddogs, the 220th was immediately reassigned to I Corps and came under the operational control of the Marines. No other work details the tactics, restrictions, aerial maneuvers, and dangers experienced by the Army pilots and Marine aerial observers flying these missions. As young lieutenants and captains, they had at their beck and call as much authority to request and control artillery and air strikes as ground commanders of much higher rank. Raymond G. Caryl provides unrivaled examples of the cultural mores, attitudes, and recreational activity of these young pilots and observers supporting the ground forces.

Training to Fly - Military Flight Training 1907-1945

A Memoir of Air Combat

Da Nang Diary

Helicopter Special Operations from Vietnam to Kosovo

The Secret Air War in Laos and North Vietnam, 1968-69

US Helicopter Pilot in Vietnam

Taking Fire

"The risk of a fatal catastrophe was constant. The NVA was the enemy, but the ultimate opponent was, quite simply, death. . . ." For assault helicopter crews flying in and around the NVA-infested DMZ, the U.S. pullout from Vietnam in 1970-71 was a desperate time of selfless courage.

Now former army warrant officer Tom Marshall of the Phoenix, C Company, 158th Aviation Battalion, 101st Airborne, captures the deadly mountain terrain, the long hours flown under enormous stress, the grim determination of hardened pilots combat-assaulting through walls of antiaircraft fire, the pickups amid exploding mortar shells and hails of AK fire, the nerve-racking string extractions of SOG teams from North Vietnam. . . . And, through it all, the rising tension as helicopter pilots and crews are lost at an accelerating pace. It is no coincidence that the Phoenix was one of the most highly decorated assault helicopter units in I Corps. For as the American departure accelerated and the enemy added new, more powerful antiaircraft weapons, the helicopter pilots, crew chiefs, and gunners paid the heavy price of withdrawal in blood. For more than 30 Percent of Tom Marshall's 130 helicopter-school classmates, the price of exit was their lives. . . .

Special Forces PilotA Flying Memoir of the Falkland WarPen and Sword

If there was ever a man who was born to fly, it is John M. Billings. He took his first plane ride in 1926, began taking piloting lessons in 1938, and joined the US Army Air Force in July 1942. After training he was assigned to fly Consolidated B-24 Liberator long-range bombers. He joined the 825th Bombardment Squadron of the 484th Bombardment Group. After flying fifteen daylight strategic bombing missions, Billings was selected for assignment to the 885th Bombardment Squadron (Heavy) (Special). As its designation suggests, the 885th was no regular bombing unit. The 885th specialized in flying top secret, low-altitude missions at night in support of the clandestine operations of the OSS and the Special Operations Executive. The unit's covert missions included parachuting OSS and SOE agents and supplies deep inside German territory. The most eventful and dangerous of Billings' thirty-nine secret missions with the 885th was his assignment in February 1945 to clandestinely insert a three-man OSS team, code-named Greenup, into Austria. The drop zone selected for the Greenup insertion was located on a glacier in a valley surrounded by mountains in the middle of the snow-covered Alps. Billings and his crew finally found the weather in the Alps clear enough to spot the drop zone, slip their unwieldy B-24 between the mountain peaks and descend to an altitude just a few hundred feet above the moonlit snow. On Billings' signal, the OSS agents parachuted right on target. The insertion of this OSS team was the inspiration for the feature film Inglorious Bastards. However, Brad Pitt's vengeful character was far removed from the leader of the Greenup team, Fred Mayer, who achieved success by infiltrating enemy ranks to gain vital intelligence. After the war, John Billings flew with Trans World Airlines and Eastern Airlines. He also flew more than 300 'Angel Flight' airlift missions which involve the specialized aerial transportation of critically ill medical patients. This is one man's story of a remarkable lifetime of flying, both in peace and in war.

An instructor pilot who served in the U.S. Air Force's Special Operations Group describes his missions from the early days of helicopter rescue to the hostage rescue attempt in Iran, a career that included experiences in Serbia, Bosnia, Kosovo, Somalia, and the Gulf War. Reprint.

Execute Order

Here There are Tigers

The Man who Flew the Real 'Inglorious Bastards' Behind Enemy Lines

The Untold Story of Special Forces Operations

One Day in Vietnam

Viper Pilot (Enhanced Edition)

An Accidental Helicopter Pilot in Vietnam and Beyond

THE NEW YORK TIMES BESTSELLING MEMOIR OF 21ST-CENTURY AIR COMBAT, BY "ONE OF THE DECORATED PILOTS IN AIR FORCE HISTORY" (NEW YORK POST) 151 combat missions 21 hard kills on surface -to -air missile sites 4 Distinguished Flying Crosses with Valor 1 Purple Heart First into a war zone, flying behind enemy lines to purposely draw fire, the wild weasels are elite fighter squadrons with the most dangerous job in the Air Force One of the greatest aviation memoirs ever written, Viper Pilot is an Air Force legend's thrilling eyewitness account of modern air warfare. For twenty years, Lieutenant Colonel Dan Hampton was a leading member of the Wild Weasels, logging 608 combat hours in the world's most iconic fighter jet: the F-16 "Fighting Falcon," or "Viper." He spearheaded the 2003 invasion of Iraq, leading the first flight of fighters over the border en route to strike Baghdad. Earlier, on 9/11, Hampton's father was inside the Pentagon when it was attacked; with his dad's fate unknown, Hampton was scrambled into American skies and given the unprecedented orders to shoot down any unidentified aircraft. Viper Pilot is an unforgettable look into the closed world of fighter pilots and modern air combat.

This is the history of two RAF squadrons who shared many tasks during WWII. Although there was a healthy rivalry between personnel serving on 190 and 620 Squadrons, there was also a deep sense of camaraderie that forged bonds between them.

From the New York Times bestselling authors of In the Company of Heroes comes a thrilling account of military aviation for history buffs and “for those who love vivid tales of battlefield heroics” (Publishers Weekly). In the world of covert warfare, Special Operations pilots are notoriously close-lipped about what they do. They don’t talk about their missions to anyone outside their small community. But now, Michael J. Durant and Steven Hartov shed fascinating light on the mysterious elite commandos known as SOAR (Special Operations Aviation Regiment) and take readers into a shadowy world of combat they have only imagined.

David McMullon has spent 2000 hours flying Chinook helicopters and it's no easy task - 100ft long with a blade that's over 3ft wide, it takes a team of four to fly and has the potential to carry 120 men. Even after rigorous training, accidents happen. David McMullon has lost 15 of his friends in helicopter crashes - a mistake below one hundred feet can turn a Chinook from a flying machine into a falling rock in the blink of an eye. McMullon's experiences include actual war time encounters with SAM missiles in the Gulf War and in Northern Ireland. And it was McMullon's task to fly up to Scotland on December 21 1988. What he and his team found was the harrowing debris of a passenger jet over Lockerbie and chaos on the ground.

Information Manual, 1 January 1967, Industrial College of the Armed Forces

The Final Mission of Extortion 17

Apache

The Night Stalkers

A Flying Memoir of the Falkland War

Armed Forces Journal International

Assessing the Impact of Future Operations on Trainer Aircraft Requirements

Sometimes you do everything right, but it just isn’t your day. A part fails and your helicopter comes apart in flight, or, another aircraft runs into you and the pieces of both fall to the ground below, or the enemy gunner pulls the trigger at just the right moment and his rounds find your aircraft in exactly the right spot to take it out of the sky. Whichever way it happens, it wasn’t your day. Which is why, after 24 years and over 5,000 flight hours with four armed services, Major Robert Curtis was so surprised at being alive when he passed his retirement physical. Starting with enlisting in the Army to fly helicopters during Vietnam, and continuing on through service with the National Guard, Marine Corps and Royal Navy, he flew eight different helicopters—from the wooden-bladed OH-13E, through the Chinook, SeaKnight and SeaKing, in war and peace around the world. During that time over 50 of his friends died in crashes, both in combat and in accidents, but somehow his skill, and not an inconsiderable amount of luck and superstition, saw him through. His flying career began with a misbegotten strategy for beating the draft by enlisting. With the Vietnam War raging full blast in 1968 the draft was inevitable, so he wanted to at least get some small measure of control of his future. Although he had no thought of flying when he walked into the recruiting office, he walked out signed up to be a helicopter pilot. What he did not know was that 43% of all the aircraft sent to Vietnam were destroyed in combat or accidents. Soon he was in the thick of the war, flying Chinooks with the 101st Airborne. After Vietnam he left the Army, but kept flying in the National Guard while going to college. He was accepted at two law schools, but flying is addictive, so he instead enlisted in the USMC to fly some more. Over the next 17 years he would fly around the world off US and British ships from Egypt to Norway and all points in between. His engaging story will be a delight to all aviation enthusiasts.

On August 6, 2011, a U.S. Army CH-47D Chinook helicopter approached a landing zone in Afghanistan 40 miles southwest of Kabul. The helicopter, call sign Extortion 17, was on a mission to reinforce American and coalition special operations troops. It would never return. Insurgents fired at the Chinook, severed one of its rear rotor blades, and brought it crashing to the ground. All 38 onboard perished instantly in the single greatest moment of sacrifice for Americans in the war in Afghanistan. Those killed were some of the U.S.’s most highly trained and battle-honed commandos, including 15 men from the Gold Squadron of the Naval Special Warfare Development Group, known popularly as SEAL Team 6, which had raided a Pakistan compound and killed Osama bin Laden just three months earlier. The downing of Extortion 17 spurred a number of conspiracy theories, such as the idea that the shootdown was revenge for bin Laden’s death. In *The Final Mission of Extortion 17*, Ed Darack debunks this theory and others and uncovers the truth behind this mysterious tragedy. His account of the brave pilots, crew, and passengers of Extortion 17 and the events of that fateful day is interwoven into a rich, complex narrative that also discusses modern joint combat operations, the history of the Afghan war to that date, U.S. helicopter use in Afghanistan, and the new and evolving military technologies and tactics being developed to mitigate such tragedies now and in the future.

Amazon Best History Book of the Month - September 2017

Ed Macy is an elite pilot, one of the few men qualified to fly Apache helicopters, the world’s deadliest fighting machines. This is his account of a fearless mission behind enemy lines in Afghanistan.

After visiting the Vietnam Veterans Memorial in Washington, D.C. and reflecting on the name of a distant cousin, first-time author Gary Hook set out to discover the man he had never known and what happened to him during the war. He searched for and found his cousin’s closest relatives, friends and fellow soldiers with whom his cousin served during the war. Through extensive personal interviews and key government documents the author uncovered a story of gripping air combat, heroic sacrifice, and a terrible secret that lay hidden for more than thirty years.

Awakening the Giant, Toppling the Taliban, The Fist Campaigns, Development of the War

Flying Through Midnight

Fortress Island Threat

Price of Exit

Apollo's Warriors

Storm Flight

Surprised at Being Alive

“[An] intimate account of a Forward Air Controller working with the Special Forces on their secret operations in South Vietnam and Laos . . . Don’t miss it!” (John Prados, author of Storm Over Leyte). Originally published in 1991, this classic work has now been revised and updated with additional photos. It is the story of how, in Vietnam, an elite group of Air Force pilots fought a secret air war in Cessna O-2 and OV-10 Bronco prop planes—flying as low as they could get. The eyes and ears of the fast-moving jets who rained death and destruction down on enemy positions, the forward air controller made an art form out of an air strike—knowing the targets, knowing where friendly troops were, and reacting with split-second, life-and-death decisions as a battle unfolded. The expertise of the low, slow FACs, as well as the hazard attendant to their role, made for a unique bird’s-eye perspective on how the entire war in Vietnam unfolded. For Tom Yarborough, who logged 1,500 hours of combat flying time, the risk was constant, intense, and electrifying. A member of the super-secret “Prairie Fire” unit, Yarborough became one of the most frequently shot-up pilots flying out of Da Nang—engaging in a series of dangerous secret missions in Laos. In this work, the reader flies in the cockpit alongside Yarborough in his adrenaline-pumping chronicle of heroism, danger, and wartime brotherhood. From the rescuing of downed pilots to taking out enemy positions, to the most harrowing extended missions directly overhead of the NVA, here is the dedication, courage and skill of the fliers who took the war into the enemy’s backyard.

This eBook edition of "Weapon of Choice: The Operations of U.S. Army Special Forces in Afghanistan" has been formatted to the highest digital standards and adjusted for readability on all devices. "Weapon of Choice" presents a history of the U.S. Army special operations forces in Afghanistan from 11 September 2001 to 15 May 2002, during America's global war on terrorism. The purpose of the book is not to resolve Army special operations doctrinal issues, to clarify or update military definitions, or to be the "definitive" history of the continuing unconventional war in Afghanistan. The purpose is to demonstrate how the war to drive the Taliban from power, help Afghan people, and assist the Afghan Interim Authority (AIA) rebuild the country afterward was successfully accomplished by majors, captains, warrant officers, and sergeants on tactical teams and aircrews at the lowest levels.

Contents: Prelude to Terror Awakening the Giant "Subdue Without Fighting" Developing the SOF Campaign Top Draft Choices Committed to Middle East Exercises Civil Affairs to Islamabad, Pakistan Site Coordination With the Uzbeks at Karshi Kanabad Uncorking the Bottled Airlift Toppling the Taliban in Afghanistan, 19 October-7 December 2001 Jumping Into the Dark Showing American Power "Look, We Have to Get the Special Forces Teams Into Afghanistan!" On Horseback With Dostum A "Bump" and Missiles in the Abyss 500 Afghans Can Die, But Not One American Can Be Injured Al-Qaeda Uprising—Qala-i-Jangi The Karzai Way to Kandahar The Campaign in Transition, 8 December 2001-28 February 2002 Old Glory Flies Again in Kabul Taking Down al-Qaeda at the Mir Wais Hospital Politics, War, and Rapport End of Mission—Aerial Resupply in Afghanistan The New War Entering the Valley D-Day ANACONDA From the Viewpoint of Force Multipliers "Good Morrhning, Afghannnistan" Driving the Taliban From Power Transition and Combat Operations

The helicopter changed war forever. This book examines the range of duties helicopter pilots carried out in Vietnam, from air-ilt, med-evac and fire-support to landing in high volume crossfires in 'Hot LZs'. Protected by little more than an armoured seat, operating in terrible conditions and flying long hours these brave men led hard, dangerous lives, and casualties were high. Following these pilots from initial deployment through to the deadly thrill of combat in a war zone, Vietnam veteran Gordon L Rottman's book is a crucial examination of the pilots who fought so valiantly for their country. Often unmoved by the politics of the war, conflicts at home and other social issues, the Vietnam helicopter pilots just wanted to fly. As the saying went 'who needs drugs, I'm already high'.

In-the-cockpit perspective on aerial warfare during the Vietnam War. Many never-before-heard stories--some of them tragic, others humorous.

Special Ops, Helicopter Support, SEAL Team Six, and the Deadliest Day of the U.S. War in Afghanistan

A True Story of Helicopter Pilots in Vietnam

Catkiller 3-2

Top Secret Missions of the U.S. Army's Special Operations Aviation Regiment

Flying Tigers

Wolf Pack

Our job, ladies and gentlemen, is not to fight on the front lines, but to protect those fighting on the front lines by foiling the most evil of plans set forth by tyrants to wipe them out. -Major General Dale Baker: Commanding Officer of AISF
The year is 1943 and as the Second World War grinds on, Marine Lieutenant John Tanner returns home from the Pacific. Major General Dale Baker, a friend of the Tanner family, sends John a telegram urging him to serve with The Allied International Special Forces (AISF) in Europe. Johns first mission is to rescue imprisoned Prussian aristocrat Annabelle von Koenig; considered a traitor by Nazi paramilitary division The Midnight Wolves led by Field Marshal Konrad Schneider and his daughter Bertilda. Konrad, bitter over Germanys defeat in the First World War is nearly ready to unveil a secret from mysterious Fortress Island, a secret that could spell doom for the allied forces.

"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 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 in Operation KETTLEDROM. 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-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

Get inside the cockpit with Dan Hampton, the military's most decorated F-16 pilot, in this enhanced e-book edition of Viper Pilot. Exclusive to this edition are 11 video interviews, where Hampton talks candidly about his time as a Wild Weasel and about the fighter jet that kept him alive through so many dangerous skirmishes. In addition, an interactive "first-person" cockpit diagram lets you get deeper into the action, providing a visual companion to the book that leaves you feeling like you're sitting in the iconic F-16 itself. 151 combat missions 21 hard kills on surface-to-air-missile sites 4 Distinguished Flying Crosses with Valor 1 Purple Heart Sure to rank as one of the greatest aviation memoirs ever written, Viper Pilot is an Air Force legend's thrilling eyewitness account of modern air warfare. From 1986 to 2006, Lt. Col. Dan Hampton was a leading member of the Wild Weasels, the elite Air Force fighter squadrons whose mission is recognized as the most dangerous job in modern air combat. Weasels are the first planes sent into a war zone, flying deep behind enemy lines purposely seeking to draw fire from surface-to-air missiles and artillery. They must skillfully evade being shot down—and then return to destroy the threats, thereby making the skies safe for everyone else to follow. Today these vital missions are more hazardous than direct air-to-air engagement with enemy aircraft. Hampton's record number of strikes on high-value targets make him the most lethal F-16 Wild Weasel pilot in American history. This is his remarkable story. Taught to fly at an early age by his father, Hampton logged twenty years and 608 combat hours in the world's most iconic fighter jet: the F-16 "Fighting Falcon," or "Viper" as its pilots call it. Hampton spearheaded the 2003 invasion of Iraq, leading the first flight of fighters over the border en route to strike Baghdad. In the war that followed, he engaged in a series of brilliantly executed missions that earned him three Distinguished Flying Crosses with Valor; he notably saved a U.S. Marine unit from certain death by taking out the surrounding enemy forces near Nasiriyah. Two years earlier, on 9/11, Hampton's father was inside the Pentagon when it was attacked; with his dad's fate unknown, Hampton was scrambled into American skies and given the unprecedented orders to shoot down any unidentified aircraft. Hampton also flew critical missions in the first Gulf War, served on the Air Combat Command staff during the Kosovo War, and was injured in the 1996 Khobar Towers terrorist attack. With manned missions rapidly giving way to remote-controlled UAV drones, Viper Pilot may be the last memoir by a true hero of the skies. Gripping and irreverently humorous, it is an unforgettable look into the closed world of fighter pilots and modern air combat. Please note that due to the large file size of these special features this enhanced e-book may take longer to download than a standard e-book.

As a Commando helicopter pilot, the author served with 846 Naval Air Squadron in the Falklands War and was decorated for gallantry (DSC). In this book, he re-lives his part in operations, in particular Special Forces intelligence gathering and direct action missions, including the Pebble Island raid. Weapon of Choice: The Operations of U.S. Army Special Forces in Afghanistan Allied International Special Forces Lords of the Sky The Special Forces Flight in War and Peace Air Force Commando Air Support to Special Forces and the SAS During WW11

Fighter Pilots and Air Combat, from the Red Baron to the F-16

This book isn't primarily about relationships. There's no romance involved--not even any close friendships. It's mostly about flying machines and their missions. But people are important. After all, pilots fly the machines. There are a lot of characters here that aviation buffs will immediately recognize: Lots of record-setting test pilots, and even some astronauts. Older non-buffs will also see familiar names: an aviation legend, first-ever moon walkers, a couple of popular entertainers, a famous TV-news anchor and even two former presidential candidates. Watch closely, some of them just flash past. Airplanes star in this tale. None of them were perfect, but many of them excelled performing their assigned tasks. North American Aircraft's F-86F was a beautiful machine. But it was also a breathtakingly-good MiG killer. Because of its fine flying qualities, it was fun to fly--a sports car among sedans. Fairchild/Chase Aircraft's C-123B was an outstanding assault transport. It was almost perfect for its mission in Vietnam, but it could be a real handful for any pilot to fly. I have lots of "favorite" airplanes, but Douglas' A-1H Skyraider stands out. There has never been a better attack fighter in terms of accuracy in iron-bomb delivery, weapons load-carrying ability or endurance. Lockheed's F-104A or C models were many pilot's dream machines. Their luster dimmed somewhat for me after I flew them. But they were certainly suitable for training Test Pilot School students to perform zooms and shuttle-aircraft type approaches and landings. I'll stop with these four. There's much more on airplanes inside--about 192,000 words worth. That's a lot to slog through and you may find some parts too technical or too detailed. Ignore them. There are also many numbers, but most aren't important. Browse for good stuff. If you want more info on some airplane, Google her up.

Riveting, novelistic, and startlingly candid, John T. Halliday's combat memoir begins in 1970, when Halliday has just landed in the middle of the Vietnam War, primed to begin his assignment with the 606th Special Operations Squadron. But there's a catch: He's stationed in a kind of no-man's-land. No one on his base flies with ID, patches, or rank. Even as Richard Nixon firmly denies reporters' charges that the United States has forces in Laos, Halliday realizes that from his base in Thailand, he will be flying top-secret, black-ops night missions over the Laotian Ho Chi Minh Trail. A naive yet thoughtful twenty-four-year-old, Halliday was utterly unprepared for the horrors of war. On his first mission, Halliday's C-123 aircraft dodges more than a thousand antiaircraft shells, and that is just the beginning. Nothing is as he expected -- not the operations, not the way his shell-shocked fellow pilots look and act, and certainly not the squadron's daredevil, seat-of-one's-pants approach to piloting. But before long, Halliday has become one of those seasoned and shell-shocked pilots, and finds himself in a desperate search for a way to elude certain death. Using frank, true-to-life dialogue, potent imagery, and classic 1970s song lyrics, Halliday deftly describes the fraught Laotian skies and re-creates his struggle to navigate the frustrating Air Force bureaucracy, the deprivations of a remote base far from home and his young wife, and his fight to preserve his sanity. The resulting nonfiction narrative vividly captures not only the intricate, distorted culture of war but also the essence of the Vietnam veteran's experience of this troubled era. A powerhouse fusion of pathos and humor, brutal realism and intimate reflection, Flying Through Midnight is a landmark contribution to war literature, revealing previously top-secret intelligence on the 606th's night missions. Fast-paced, thrilling, and bitingly intelligent, Halliday illuminates it all: the heart-pounding air battles, the close friendships, the crippling fear, and the astonishing final escape that made the telling of it possible.

Nicknamed "Mini-Man" for his diminutive stature, a mere five-foot-three and 125 pounds in his flight boots, chopper pilot Ron Alexander proved to be a giant in the eyes of the men he rescued from the jungles and paddies of Vietnam. With an unswerving concern for every American soldier trapped by enemy fire, and a fearlessness that became legendary, Ron Alexander earned enough official praise to become the second most decorated helicopter pilot of the Vietnam era. Yet, for Ron, the real reward came from plucking his fellow soldiers from harm's way, giving them another chance to get home alive. In Taking Fire, Alexander and acclaimed military writer Charles Sasser transport you right into the cramped cockpit of a Huey on patrol, offering a bird's eye view of the Vietnam conflict. Packed with riveting action and gritty "you-are-there" dialogue, this outstanding book celebrates the everyday heroism of the chopper pilots of Vietnam.

Jerry Thigpen's study on the history of the Combat Talon is the first effort to tell the story of this wonderfully capable machine. This weapons system has performed virtually every imaginable tactical event in the spectrum of conflict and by any measure is the most versatile C-130 derivative ever produced. First modified and sent to Southeast Asia (SEA) in 1966 to replace theater unconventional warfare (UW) assets that were limited in both lift capability and speed the Talon I quickly adapted to theater UW tasking including infiltration and resupply and psychological warfare operations into North Vietnam. After spending four years in SEA and maturing into a highly respected UW weapons system the Joint Chief of Staff (JCS) chose the Combat Talon to lead the night low-level raid on the North Vietnamese prison camp at Son Tay. Despite the outcome of the operation the Talon I cemented its reputation as the weapons system of choice for long-range clandestine operations. In the period following the Vietnam War United States Air Force (USAF) special operations gradually lost its political and financial support which was graphically demonstrated in the failed Desert One mission into Iran. Thanks to congressional supporters like Earl Hutto of Florida and Dan Daniel of Virginia funds for aircraft upgrades and military construction projects materialized to meet the ever-increasing threat to our nation. Under the leadership of such committed hard-driven officers as Brenci Uttaro Ferkes Meller and Thigpen the crew force became the most disciplined in our Air Force. It was capable of penetrating hostile airspace at night in a low-level mountainous environment covertly to execute any number of unconventional warfare missions.

The True Story of a Decorated Chopper Pilot

Chariots of the Damned

A Flying Memoir of the Falkland's War

Exocet Falklands

An Army Pilot Flying for the Marines in the Vietnam War

Viper Pilot

Special Forces Pilot

Presenting a fascinating insider's view of U.S.A.F. special operations, this volume brings to life the critical contributions these forces have made to the exercise of air & space power. Focusing in particular on the period between the Korean War & the Indochina wars of 1950-1979, the accounts of numerous missions are profusely illustrated with photos & maps. Includes a discussion of AF operations in Europe during WWII, as well as profiles of Air Commandos who performed above & beyond the call of duty. Reflects on the need for financial & political support for restoration of the forces. Bibliography. Extensive photos & maps. Charts & tables.

During World War II, in the skies over Rangoon, Burma, a handful of American pilots met and bloodied the "Imperial Wild Eagles" of Japan and won immortality as the Flying Tigers. One of America's most famous combat forces, the Tigers were recruited to defend beleaguered China for \$600 a month and a bounty of \$500 for each Japanese plane they shot down--fantastic money in an era when a Manhattan hotel room cost three dollars a night. To bring his prize-winning history of the American Volunteer Group up to date, Daniel Ford has twice rewritten his original text, drawing on the most recent U.S., British, and Japanese scholarship, along with new information about AVG pilots and crewmen, their Royal Air Force colleagues, and their Japanese opponents. "Admirable," wrote Chennault biographer Martha Byrd of Ford's original text. "A readable book based on sound sources. Expect some surprises." Flying Tigers won the Aviation/Space Writers Association Award of Excellence in the year of its first publication. Keywords: Flying Tigers, Claire Chennault, Tex Hill, Pappy Boyington, Curtiss P-40

USAF Lieutenant Colonel Court Bannister, Special Forces Colonel Wolf Lochert, and USAF Captain Toby Parker face the ultimate test of their courage and skills during the Vietnam War

One-liner: Addresses the impact of changing skills required of fighter, mobility, bomber, and Special Operations Forces pilots on decisions about replacing or extending service lives of trainer aircraft. 450-character abstract: This monograph examines how the skills needed to perform future military missions might affect the capabilities required of new pilot training systems. In the next few years, the Air Force must decide to replace or extend the lives of two of its trainer aircraft. This monograph addresses which skills should be taught in undergraduate flying training, which are so different that they cannot be taught in current training aircraft, and what impact these issues have on decisions to replace or extend the lives of the aircraft.

MEMOIR: DYNAMITE, CHECK SIX

Claire Chennault and His American Volunteers, 1941-1942

A Forward Air Controller's Gunsight View of Flying with SOG

A Hostage Crisis, a Secret Special Forces Unit, and the Origins of the Gulf War

The True Story of an Army Bird Dog Pilot

Flight 149

Stirlings in Action with the Airborne Forces

The Federal Aviation Administration's Airplane Flying Handbook provides pilots, student pi-lots, aviation instructors, and aviation specialists with information on every topic needed to qualify for and excel in the field of aviation. Topics covered include: ground operations, cockpit management, the four fundamentals of flying, integrated flight control, slow flights, stalls, spins, takeoff, ground reference maneuvers, night operations, and much more. The Airplane Flying Handbook is a great study guide for current pilots and for potential pilots who are interested in applying for their first license. It is also the perfect gift for any aircraft or aeronautical buff.

A gripping, real-life drama that reveals the true story of a plane full of unsuspecting passengers who landed in a war zone and were delivered into the hands of a murderous dictator. On August 1, 1990, Flight 149 was scheduled for its routine London-to-Kuala Lumpur run. But when the plane, carrying 385 passengers and crew, landed at a Kuwait airport to refuel that day, it was surrounded by Iraqi tanks and about to be bombed by fighter jets. The passengers and crew were kept as hostages and suffered brutal treatment including violent attacks, sexual assaults, and mock executions. When the survivors were eventually released, they were never told why their plane landed in the middle of an invasion, or who a mysterious team of late arrivals on the flight might have been. Their story was overshadowed by the ensuing Gulf War. Until now. In Flight 149, Stephen Davis draws on unique witness accounts from the hostages, and uncovers the lies and coverups orchestrated by the British secret service and CIA. This story reveals an astonishing misuse of intelligence that changed the course of history and forever altered the relationship between the West and the Middle East.

Reaper pilot, Brent Parker, receives an execute order to kill the number one terrorist on the U.S. High Value Target list. With the CIA declaring open season on terrorist around the world, the aftermath places him in the cross hairs of the Iranian IRGC. After a U.S. Navy strike, Parker soon becomes a target by his own government when he is unable to stop insurgents from taking anti-aircraft missiles from a destroyed Benghazi Military Compound. Now an F/A-18 fighter has been shot down over hostile ISIS territory and a government conspiracy mounts to hide an international scandal that involves an execute order against an American aviator. When a Special Forces team is sent on a suicide mission to eliminate the Navy pilot before he becomes captured, Parker is forced to make a tough decision that will cost him his freedom. With a government conspiracy closing in and a Quds agent hunting him down, his past propels him to escape the confines of his prison and become the hunter against those who seek to destroy him. Execute Order is an International thriller written within the technical sophistication of Tom Clancy and the precision marksmanship of Vince Flynn novels. Spanning the dark mafia underworld of Las Vegas to the murky Special Operation battlegrounds of the Middle East--this novel does not stop until the very last page.

"A special acknowledgment goes to Madonna Yancey for writing the manuscript for the front of this publication"--P.4.

Chinook!

Special Duties Pilot

Air Force Combat Units of World War II

A Pilot's Dramatic Story of His Secret Missions Over Laos During the Vietnam War

Airplane Flying Handbook (FAA-H-8083-3A)

The Praetorian STARShip : the untold story of the Combat Talon