

Tornado Gr1 An Operational History

David Herriot served almost 40 years in the Royal Air Force as a navigator, first on the Buccaneer S2 and subsequently on the Tornado GR1. This volume recounts his early career operating the Buccaneer on three operational flying tours plus a tour as an instructor on the Operational Conversion Unit. With almost 2500 hours on an aircraft that was operated at high-speed, in all weathers and at ultra low-level, his task in the rear seat was a demanding one. But Herriot was more than just the guy in the back of a Buccaneer; he was, quite routinely, and often to the exasperation of his seniors, the life and soul of any party that was taking place either at home base or when overseas defending the flanks of NATO. This is an epic adventure for the aviation enthusiast, particularly those with affection for the Blackburn Buccaneer, and is one that provides a great deal more than the usual introduction to a specific aircraft type and the people who flew it. Here the reader will find an absolute insight into life on a fast jet squadron, at work and mischievous play during the Cold War and they will be introduced to some of the modern Royal Air Forces greatest characters.

R.A.F. Leconfield was an integral part of the village and St. Catherine's church for nearly 40 years until it was handed over to the Army and became Normandy Barracks and the Joint Services Driving School in 1976. E Flight 202 Squadron search and rescue helicopters continued to fly from Leconfield until it too was disbanded in 2015. The book is a pictorial overview of all the Squadrons that served at R.A.F. Leconfield from peace time in 1937 to the Battle of Britain, Bomber Command to the cold war and beyond and the heroism of the men who served. It is comprised of photos from squadron websites and personal photos from those who served there. It was compiled to celebrate the Station's long association with St. Catherine's church and the dedication of a new R.A.F. chapel and altar by the Right Reverend Richard Frith, Bishop of Hull, in 2012.

This one-volume anthology provides a comprehensive analysis of the role that air power has played in military conflicts over the past century. Comprising sixteen essays penned by a global cadre of leading military experts, A History of Air Warfare chronologically examines the utility of air power from the First World War to the second Lebanon war, campaign by campaign. Each essay lays out the objectives, events, and key players of the conflict in question, reviews the role of air power in the strategic and operational contexts, and explores the interplay between the political framework and mil. Replacing the Vulcan, Buccaneer and Jaguar in the front line of the Cold War, the remarkable swing-winged Tornado GR1 provided Britains strike capability in the last years of the Cold War in the 1980s, equipping some 10 RAF squadrons. During the Gulf War, Tornado GR1 crews led Britains contribution to Coalition operations against Iraq, and in the subsequent years Tornado GR1s were involved almost continuously in operations over Iraq. In 1999 the Tornado GR1 force carried out offensive missions over Kosovo as part of NATO operations in the Balkans. The Tornado GR1s Terrain Following Radar gave the aircraft a unique capability: it was the first RAF aircraft to have the ability to operate at low-level at night and in all-weathers. The incredible flexibility of both the aircraft and its crews was demonstrated by the successful switch to medium-level operations using laser-guided weapons after the Cold War. Produced in the same style format as Javelin: An Operational History (which approaches the subject from the perspective of the RAF squadrons which operated the aircraft), Tornado GR1: An Operational History describes in detail the accomplishments and day-to-day workings of the operational RAF Tornado GR1 units in the UK, Germany, the Middle East and across the globe. The book is underpinned by research from original official documents, augmented by the personal accounts by Tornado air- and ground-crews. It is richly illustrated throughout with photographs of the aircraft.

The Supermarine Spitfire is not only one of the most famous British icons, but it is arguably the most widely-recognised and popular aircraft in the history of aviation. For many generations it was said to be every schoolboy's dream to fly a Spitfire, and Flying the Icon: Spitfire aims to give the reader an insight into what that requires. To mark the 80th anniversary of the first flight of Prototype K5054 on 5 March 1936, author Jarrod Cotter presents something entirely different from the previously published histories of the Spitfire. Having spent a great deal of time talking to Spitfire pilots past and present, attending flight operations briefings and Spitfire pilot training courses, he has used his insider's perspective to produce a book solely on flying this most iconic of all fighters. With the use of original wartime Air Ministry Pilot's Notes, historic flight test documents, modern flight reference cards and pilot's reports, this book details how the Spitfire was and is flown, and what the pilots thought and think of it nowadays. Included are quotes from test pilots Jeffrey Quill and Alex Henshaw, two of the most respected and well-known personalities who flew this icon. To provide an extreme range of the fighter's evolution, the variants included comprise Prototype K5054, the Mk.I, Mk.IIa, Mk.Vb, Mk.VIII Mk.IXe/XVIe, PR.XIX and the post-war F.18/22/24. To keep with the theme of the book, it is comprehensively illustrated with pictures of Spitfires flying and pilots in Spitfires. This book is a must-have guide, giving enthusiasts the best possible idea of how to fly the icon that is the Spitfire!"

The Tornado has been the backbone of the RAF within its many different theaters of operation. The aircraft started as a European venture between Germany, Italy and the UK, based on the original swing-wing technology invented by Barnes-Wallis. It has also been successfully exported to several Middle-Eastern air forces. It is likely to remain in service for several years to come. This book contains the world famous color profiles created by Dave Windle of the type in different operational modes, configurations and color schemes. Martin Bowman has written detailed descriptions and photographs to create the perfect enthusiasts reference.

Liberating Kuwait is the official history of U.S. Marine Corps operations during the 1990-1991 Gulf War with Iraq. It covers such topics as Marines in the embassies in Kuwait and Iraq, Operations Desert Shield and Desert Storm, the Battle of al-Khafji, the liberation of Kuwait, and the amphibious feint. Contains 24 color maps and numerous black and white and color photographs.

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This in-depth study of U.S. involvement in the modern Middle East carefully weighs the interplay of domestic, cultural, religious, diplomatic, international, and military events in one of the world's most troubled regions. • Hundreds of alphabetically organized entries on wars, political events, religious and cultural issues, and diplomatic initiatives, as well as in-depth essays on background material, area and regional analyses, and biographical entries • An introduction by General Anthony Zinni, USMC (Ret), former commander in chief of U.S. Central Command • A chronologically arranged final volume comprised of primary and contemporary documents with individual introductions • A detailed chronology of events • Cross-references and books for further reading appended to each entry • A bibliography of over 450 books that are the latest in the field

It was supposed to be just a training flight. The two Soviet-manufactured MiG 21s, each with two practice bombs and four air-to-ground rockets, were lined up on the runway in Bangladesh at the height of the Cold War, when air traffic control suddenly reported an incursion by Indian Air Force Jaguars. Though ill-equipped for combat, the two MiGs were scrambled. One of the MiGs' pilots was an RAF officer – Squadron Leader Russell Peart. On a seven-month loan to the Bangladeshi Air Force, Peart suddenly found himself at the centre of the simmering hostility between two neighbouring nations. By the time they reached the area that had been threatened by the Indian pilots, the Jaguars had gone. Later, when Squadron Leader Russell Peart spoke of the incident to the British High Commissioner, he was told not to shoot down any Jaguars as the Indians had still not paid for them! Russell Peart flew many other aircraft in his varied career, including the MiG 19, and while a test pilot at Boscombe Down trialed such designs as the Tornado GR1. But it was whilst he was seconded to the Sultan of Oman's Air Force, particularly during the so-called 'Secret War' in Dhofar, that he saw the most action. In that theatre the author flew some 200 operational sorties, 180 of which involved live fire, during which he was hit many times. He was also hit and wounded by a 75mm shell. Russ Peart has written in detail of his exciting RAF career, from flying Lightnings in the Far East to winning the top prize in the International Tactical Bombing Competition against a handpicked team of United States Air Force fighter pilots and being awarded the Sultan Of Oman's Distinguished Service Medal. Supplemented by a selection of previously unseen photographs, this uniquely original memoir throws new light on the operational flying undertaken by some RAF pilots during the tense years of the Cold War.

Whether one is interested in learning about anthrax, sarin, the neutron bomb—or any other weapon of mass destruction—this thorough and detailed reference is the place to find answers. • Includes a comprehensive A-to-Z listing and discussion of significant weapons of mass destruction in their historical and present-day contexts • Offers straightforward narratives that place these threats into a practical framework • Presents the most crucial aspects about each WMD topic, distilling decades of research and analysis • Features non-technical discussions of the fundamental concepts as well as the basic science concerning each WMD threat • Analyzes the real and perceived threats of WMD from their beginnings in World War I into the future • Provides primary source documents, including a full listing of Australia Group export controlled substances, technologies, and biological agents

Om Royal Air Force udvikling og operationer i perioden 1935 til 1993 med hovedvægt op RAF operationer under den 2. verdenskrig samt status i begyndelsen af 1990.

Having been classified by the Air Ministry as a 'Master Diversion' airfield, RAF Manston was for many years open twenty-four hours a day and available to both civil and military aircraft 365 days a year. It was also later equipped with the Pyrene foam system, which both civil and military aircraft could use when they had problems with their undercarriage: there is no doubt that the foam carpet saved many lives. The most spectacular occasion that it was used was on 20 April 1967 when a British Eagle Britannia made a complete wheels-up landing. It is claimed that Manston was the only station to serve in every command of the RAF and until its closure in 1999; it probably dealt with more diverse types of aircraft than any other station. During its eighty-three years as a Royal Naval/ RAF airfield, it played host to the Sopwith Camel, Spitfire, Bf 109, He 111, B-29, B-47, Tu-104, F-84 and Concorde, plus many other types that are too numerous to mention.

Written from the unique perspective of a fast jet cockpit, Tornado Over the Tigris captures the essence of what it was really like to fly a Tornado at the front-line of the Cold War in Germany and on operations over Iraq in the aftermath of the Gulf War. After achieving a boyhood ambition to qualify as an RAF pilot, Michael Napier was posted to RAF Bruggen in Germany where he spent five years flying Tornado GR1 strike/attack aircraft at the height of the Cold War. Always exhilarating, sometimes amusing and often dangerous, Michael Napier's Tornado flying ranged from 'routine' low-flying in continental Europe and the UK, to air combat manoeuvring in Sardinia and the ultra-realistic Red Flag exercises in the USA. Progressing from struggling first-tourist to respected four-ship leader, he then became an instructor at the Tactical Weapons Unit at RAF Chivenor. This tour, during which he flew the Hawk, provided yet more exciting and challenging flying. He returned to the Tornado at Bruggen as a Flight Commander shortly after the Gulf War and subsequently flew a number of operational sorties over Iraq, which included leading air-strikes against Iraqi air defence installations as part of major Coalition operations. This is his story, told with ease and great style. It is sure to inspire a fresh generation of fast jet pilots as they strive to make their own marks in this field.

Ideal for high school and college-level readers as well as students attending military academies and general audiences, this encyclopedia covers the details of the Persian Gulf War as well as the long-term consequences and historical lessons learned from this important 20th-century conflict. • Provides a thorough analysis of the Gulf War that explains its causes, course, strategy and tactics, and significance • Includes insightful biographies of the key individuals involved that identify the factors behind their decisions • Presents a chronology that clearly outlines events and helps students determine the cause-and-effect relationship between them • Supplies a variety of images and maps that engage readers and serve as powerful tools for visual/spatial learners

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Vampires, Venoms, Hunters, Canberras, Phantoms, Jaguars and Tornados) in a fascinating variety of roles. For much of this time, the Squadron was based in Germany at the front line of the Cold War, but it also participated in the Gulf War in 1991, in operations over Iraq from 1991-2009, in the Kosovo conflict in 2000 and latterly during the war in Afghanistan, firstly with the Tornado GR4 and then with the Shadow R1. Today the Squadron operates in great secrecy in an Intelligence, Surveillance, Target Acquisition and Reconnaissance role.æ Having had access to log-books, contemporary diaries, maps and photographs, as well as oral and written accounts from a large number of ex-Squadron members, the author has been able to produce as complete an account as is presently possible of the operational history of 14 Squadron in the second half of the twentieth century and the opening years of the twenty-first.

The two key components of air warfare conducted by the Royal Air Force virtually for the whole of the last century were the fighters and the bombers. By the 1960s these two roles had evolved into a single force known in the RAF by its current title, Strike Command. Colloquially, their pilots were known as Top Guns. Full of personal tales of airborne derring-do in just about every conflict in which Britain has been engaged, this is the latest in John Parker's excellent series of elite fighting units.

The Tornado units were deployed in many operational missions in the most recent conflicts over the Middle East and the Balkans. Featuring many first-hand combat accounts, this book tells the story of the backbone of the RAF frontline through the 1990s and up until 2019. After the Gulf War of 1990, No Fly Zones (NFZ) were established over northern and southern Iraq and the Tornado GR 1 force stepped up to operations over the southern NFZ. The Tornado GR 4 took responsibility for RAF combat air operations in Afghanistan from the Harrier force in 2009, and in 2011 was involved in missions against the Gaddafi regime in Libya. The unique multirole capabilities of the aircraft enabled it to support ground operations with the Raptor reconnaissance pod, Brimstone missiles and Paveway IV laser-guided bombs until withdrawal in 2014. The Tornado GR 4 was also used for operations over Iraq and Syria against the ISIL terrorist organisation.

Intensive air operations were flown between 2014 and 2019, when the Tornado GR 4 was finally withdrawn from RAF Service. This volume, written by former RAF pilot Michael Napier, provides detailed first-hand accounts of the missions undertaken by the Tornado crews during the most recent conflicts over the Middle East and the Balkans.

British Generals in Blair's Wars is based on a series of high profile seminars held in Oxford in which senior British officers, predominantly from the army, reflect on their experience of campaigning. The chapters embrace all the UK's major operations since the end of the Cold War, but they focus particularly on Iraq and Afghanistan. As personal testimonies, they capture the immediacy of the authors' thoughts at the time, and show how the ideas of a generation of senior British officers developed in a period of rapid change, against a background of intense political controversy and some popular unease. The armed forces were struggling to revise their Cold War concepts and doctrines, and to find the best ways to meet the demands placed upon them by their political leaders in what was seen to be a 'New World Order'. It was a time when relations between the Government of the day and the armed services came under close scrutiny, and when the affection of the British public for its forces seemed to grow with the difficulty of their operational tasks. This is a truly unique and invaluable book. For the first time, we are offered first-hand testimony about Britain's involvement in recent campaigns by senior participants. In addition to touching on themes like civilian-military relations, the operational direction of war and relationships with allies, these eyewitness accounts give a real sense of how the character of a war changes even as it is being fought. It will be essential reading for those in military academies and staff colleges, not only in Britain but throughout NATO, and especially in the USA. It also has profound policy implications, as both the UK and NATO more generally reassess their strategies and the value of intervention operations. It will also become a primary source for historians and students of the wars, in Iraq and Afghanistan in particular.

In the past century, multinational military operations have become the norm; but while contributions from different nations provide many benefits -- from expanded capability to political credibility -- they also present a number of challenges. Issues such as command and control, communications, equipment standardization, intelligence, logistics, planning, tactics, and training all require consideration. Cultural factors present challenges as well, particularly when language barriers are involved. In *Allies in Air Power*, experts from around the world survey these operations from the birth of aviation to the present day. Chapters cover conflicts including World War I, multiple theaters of World War II, the Korean War, the Vietnam War, the Gulf War, Kosovo, the Iraq War, and various United Nations peacekeeping missions. Contributors also analyze the role of organizations such as the UN, NATO, and so-called "coalitions of the willing" in laying the groundwork for multinational air operations. While multinational military action has become commonplace, there have been few detailed studies of air power cooperation over a prolonged period or across multiple conflicts. The case studies in this volume not only assess the effectiveness of multinational operations over time, but also provide vital insights into how they may be improved in the future.

The world's first independent air force, the Royal Air Force celebrates its centenary in 2018. In the 100 years since the end of World War I, the service has been involved in almost continuous operations around the globe, giving the RAF the longest and most wide-ranging history of any air force in the world. But over the years this history has also become entangled with myths. The *Royal Air Force: A Centenary of Operations* will set the record straight, dispelling these as it uncovers – in both words and photographs – the true exploits and accomplishments of RAF personnel over the last 100 years. From its formation as an independent service in the dying days of World War I, its desperate fight against the Axis air forces in World War II, to its commitments during both the Cold War and modern times, this is the complete story of how the RAF has defended Britain for a century.

When the Gulf Crisis of 1990 was triggered by the Iraqi invasion of Kuwait, the RAF responded by sending Tornado F 3 fighters to Saudi Arabia to help defend the country against further aggression. These aircraft were followed by the deployment of Tornado GR 1 strike/attack aircraft to Bahrain. Eventually three wings of Tornado GR 1s were established

in Bahrain, Tabuk and Dhahran, as well as a detachment of Tornado GR 1A reconnaissance aircraft. At the start of hostilities in January 1991, the Tornado GR 1 wings carried out night-low-level attacks against Iraqi Main Operating Bases using the JP233 runway denial weapon. Meanwhile, Combat Air Patrols from the Tornado F 3 wing ensured the integrity of Saudi airspace. Once air supremacy had been established, the Tornado GR 1 force moved to medium-level operations, initially by night and later by day, to attack the Iraqi oil production and storage infrastructure. The arrival in theatre of a laser designation capability with Pave Spike/Buccaneer and TIALD/Tornado enabled precision attacks against the Iraq transport system to cut off the frontline troops from resupply and reinforcement and then to carry out a systematic destruction of the airfield facilities. Tornado GR 1A reconnaissance operations played a major role in the location of Scud missile launchers and in the planning and execution of the land offensive. Throughout the conflict, the Tornado F 3 wing at Dhahran carried out defensive counter-air operations to ensure the safety of the base areas. This volume, publishing 30 years after the conflict to free Kuwait, provides detailed first-hand accounts of the missions undertaken by the Tornado crews. It is illustrated by photographs taken by aircrew involved in the operation and includes 30 newly commissioned profile artworks and detailed nose art views of the aircraft ranged against Iraq.

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

This volume provides the first geographically and thematically comprehensive study of the evolution and current state of the national security and defence policies, strategies, doctrines, capabilities, and military operations, as well as the alliances and security partnerships, of European armed forces.

In the seven decades since the Second World War, 14 Squadron has operated a wide array of aircraft types (Mosquitoes, Vampires, Venoms, Hunters, Canberras, Phantoms, Jaguars and Tornados) in a fascinating variety of roles. For much of this time, the Squadron was based in Germany at the front line of the Cold War, but it also participated in the Gulf War in 1991, in operations over Iraq from 1991-2009, in the Kosovo conflict in 2000 and latterly during the war in Afghanistan, firstly with the Tornado GR4 and then with the Shadow R1. Today the Squadron operates in great secrecy in an Intelligence, Surveillance, Target Acquisition and Reconnaissance role. Having had access to log-books, contemporary diaries, maps and photographs, as well as oral and written accounts from a large number of ex-Squadron members, the author has been able to produce as complete an account as is presently possible of the operational history of 14 Squadron in the second half of the twentieth century and the opening years of the twenty-first.

The contributions in this collection deal with three of the most important themes of historical studies: the way history is or ought to be written, the nature of dictatorships and the nature of wars. The primary focus is on modern Europe and two defining experiences in the first half of the twentieth century: the two world wars and totalitarian dictatorships. This volume seeks to honour Professor Richard J. Overy, one of the great historians of his generation. Richard Overy has shaped our understanding of the main themes of this volume with the publication of over 20 books - most recently, *The Morbid Age: Britain Between the Wars* (2009), *The Times Complete History of the World* (2007), *The Dictators: Hitler's Germany and Stalin's Russia* (2004). In a substantial conversation that serves as an introduction, he reflects on some of the key issues of this book.

In 2007 the Battle of Britain Memorial Flight celebrated its landmark 50th anniversary and Jarrod Cotter was chosen to write a book charting the Flight's history which began with the formation of the Historic Aircraft Flight in July 1957. This volume brings the story fully up-to-date to mark the BBMF's 60th anniversary. It still includes the in-depth story of the formation of the Flight, for which the author uniquely traced the families of those involved to reveal a host of illuminating insights. However, while the 50th anniversary book went on to tell the rest of the story in an in-depth fashion, this volume utilizes high quality color digital photographs taken in recent years to show the aircraft in flight and so acts as the perfect companion to the first volume. This will be the ultimate souvenir of the celebration of the BBMF's 60th anniversary.

"Brings us into the back seat of these remarkable British aircraft and provides insights unavailable until now . . . a true gem." —The Aviatorist Following the success of *The Adventures of a Cold War Fast-Jet Navigator: The Buccaneer Years*, which won the Aviation Enthusiasts' Book Club's coveted "Book of the Year" award in 2018, Wing Commander David Herriot now explores that part of his RAF service which was intimately linked to the Panavia Tornado. Qualified as a weapons instructor, and acknowledged as a skilled tactician and weapons expert, Herriot soon rose to the top on his first tour on Tornado. Subsequent promotions in rank found him with responsibility for all aspects of weapon delivery, and the formulation of tactics, for the four Tornado squadrons based at RAF Brüggen in Germany. Later, in Whitehall, his career changed to that of a Ministry of Defence staff officer, assigned with the development of the weapons requirements for all air-to-surface delivery platforms in the RAF, but particularly Tornado. There followed a wartime deployment as the "Boss" of an RAF support unit in Italy, for a squadron of Jaguars deployed on NATO operations in Kosovo, before his next appointment took him to the RAF College where he was, as the commanding officer of Cadet Wing, responsible for the training and guidance of the future officer corps of the RAF. This is another epic adventure for the military aviation enthusiast, particularly those with affection for the Panavia Tornado. Herriot's open and easy style has been commended highly previously. He does not let his readers down with this one. This is a story well worth reading.

The Tornado F2 had a troubled introduction to service. Unwanted by its crews and procured as a political imperative, it was

blighted by failures in the acquisition system. It was adapted from a multi-national design, planned by committee, and developed to counter a threat which disappeared. Modified rapidly before it could be sent to war, the Tornado F3 eventually matured into a capable weapons system, but despite datalinks and new air-to-air weapons, its poor reputation sealed its fate. David Gledhill, a former Tornado F3 navigator, tells the story from an insider's perspective of the early days as one of the first instructors on the Operational Conversion Unit, through the aircraft's development and operational testing, to its demise. He reflects on the aircraft's capabilities and deficiencies, and analyses why it was mostly under-estimated by opponents. Although many books have already described the Tornado F3 in detail, Gledhill's involvement in its development provides a unique insight into this complex and misunderstood aircraft programme, dispelling some of the myths that have dogged its reputation for decades. This is Gledhill's third book, and like the others, it captures the story in pictures taken in the cockpit and around the squadron.

Illustrations: 123 b/w and 62 colour photographs

The 20th century saw air power transformed from novelists' fantasy into stark reality. From string and canvas to precision weaponry and stealth, air power has progressed to become not only the weapon of first political choice, but often the only conceivable option. This rapid development has given rise to considerable debate and controversy with those holding entrenched views rarely slow to shout their case. Many myths have grown over the period, ranging from the once much vaunted ability of air power to win wars alone through to its impact as a coercive tool. This volume examines the theory and practice of air power from its earliest inception. The contributors have been drawn from academia and the military and represent some of the world's leading proponents on the subject. All significant eras on air power employment are examined: some are evidently turning points, while others represent continuous development. Perhaps more importantly, the book highlights the areas that could be considered to be significant, and invites the reader to enter the debate as to whether it constitutes a continuum, a turning point, or indeed a revolution.

The history of the Flight began with the formation of the Historic Aircraft Flight in July 1957, it was later to become known as The Battle of Britain Memorial Flight. Countless displays and fly-pasts have enthralled audiences and enthusiasts all over Britain and in many parts of Europe, when the traditional Avro Lancaster, Spitfire and Hurricane can be seen in their wartime colors and the growl of all six Merlin engines stirs many nostalgic memories. This book is written with the wholehearted support of the Flights Commanding Officer and the author has access to archive material. The book includes a Foreword from the OC BBMF, a complete history of the unit, chapters on each of the types operated, including the DC-3 Dakota and de Havilland Chipmunk and present-day operations. Photos include superb images from the BBMF archives, the authors collection that includes historic black and white shots from the early days, air-to-air color, personalities and behind-the-scenes images. This is the ultimate souvenir of the celebration of the BBMFs 50th Anniversary.

"During the Second World War nearly 500 Black Caribbean volunteers served with the RAF . . . This valuable work looks at their experiences."—HistoryOfWar The heroic exploits of the Caribbean men and women who volunteered their services to the Allied effort during the Second World War have, until now, passed by with little fanfare or attention. Indeed, whilst many people are aware of the contribution that the various Bomber Command units paid in securing ultimate victory, little is said or understood of the achievements and sacrifices of the heroic Caribbean volunteers who contributed to some of their greatest victories. Mark Johnson presents us here with an engrossing and humane account of the exploits of such individuals—including a great number of insights and fascinating details taken from conversations with his great-uncle, John Blair, who served a full tour with Bomber Command, earning a Distinguished Flying Cross. The book illuminates the day-to-day reality of life as a Caribbean volunteer during the Second World War and the kind of culture-clash experiences that characterized their wartime careers. An important book, offering a platform upon which to appreciate the true extent of the Caribbean contribution to the Allied war effort, the work offers a new slant on the popular Bomber Command theme; one that looks set to intrigue a number of readers yet to be acquainted with this facet of the unit's history. "Entertaining and rewarding . . . it is high time we had more books like this one plugging the knowledge gap and setting a few things straight."—War History Online

Presents a history of the V-Bombers, covering their inception, design, operational service, retirement, and preservation.

Tornado GR1An Operational HistoryPen and Sword

Former Tornado Navigator John Nichol tells the incredible story of the RAF Tornado force during the First Gulf War in 1991; the excitement and the danger, the fear and the losses. It is an extraordinary account of courage and fortitude. 'We were doing about 620 miles-per-hour, 200 feet above the desert, in total darkness. Everything was running on rails as we approached the target. Then all hell broke loose. I remember the missile being fired at us; I broke left and shouted, "Chaff!" 'All I could see was a flame, like a very large firework, coming towards me. Then there was a huge white flash. I remember an enormous wind and then I was knocked unconscious. My last thoughts were that I was going to die.' In 1990, Iraqi dictator Saddam Hussein ordered the invasion and occupation of neighbouring Kuwait, setting in motion a chain of events that had unimaginable political, military and personal repercussions, which still reverberate around the globe today. This is the story of the aircrew at the heart of Operation Desert Storm, almost none of whom had any prior experience of armed combat. It is the story of the Tornado's missions, of those who did not return - and of the families who watched and waited as one of the most complex conflicts in recent history unfolded live on television. It is a story of untold fear and suffering, and astounding courage in the face of hitherto unimaginable adversity.

Tornado Boys is the latest in the ever-popular 'Boys' series, and differs from earlier titles. With the introduction of female pilots to the RAF in 1994, the Tornado was the first aircraft to be flown by both men and women. This is acknowledged in the book with a chapter written by one female pilot. Another aspect that makes this book different from the rest of the series is that it covers an aircraft which is still in active service, especially as a key player in current Middle East operations. With focus on the GR1/GR4 versions of the Tornado, readers will enjoy fascinating insights on what it is like to operate this bomber/reconnaissance aircraft against the backdrop of modern-day scenarios. The book starts in the 1970s with stories from operators and ground crew of the Tornado as a Cold War nuclear deterrent and with tales of later 'hot' wars as seen by operational leaders in both Gulf conflicts and in Kosovo. There are also stories of Scud hunting in Iraq and Red Flag exercises in the US, as well as of a stunning competition victory over the USAF's Strategic Air Command in their own backyard. The short-lived anti-shipping role is not neglected. With the transformation of the Tornado to the GR4 standard, the book continues with chapters covering active service in support of Britain's increasingly complex international commitments and the employment of new weaponry and sensors. All in all, through the eyes of men and women who have operated this extraordinary aircraft, the volume presents an entertaining and illuminating series of tales and anecdotes. These light and informative stories come from those who were proud to serve on and

loved to operate the impressively versatile Tornado.

The United States conducts air operations with other willing NATO allies, including non-NATO members. The objective of this background research for a larger RAND study, *Interoperability: A Continuing Challenge in Coalition Air Operations*, is twofold: (1) to help the U.S. Air Force identify potential interoperability problems that may arise in coalition air operations involving the United States and its NATO allies, as well as non-NATO countries, over the next decade and (2) to suggest solution directions to mitigate those problems. The study focus is on command, control, communications, intelligence, surveillance, and reconnaissance (C3ISR) systems and out-of-NATO-area operations. The authors present a data-based historical overview of the U.S. experience in coalition operations with NATO allies up to 1999 and seek to provide a deeper understanding of interoperability through the answers to several key questions: For what missions is interoperability required? With which NATO allies is interoperability required? For what capabilities and services is interoperability required? Detailed case-study analyses of coalition operations in Southwest Asia, Bosnia, Somalia, and Rwanda identify key interoperability challenges and workarounds (short-term solutions) at the strategic, operational, tactical, and technological levels, and provide relevant lessons for meeting these challenges and improving the interoperability of U.S. and NATO air and C3ISR capabilities.

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