

Gerhard Fieseler The Man Behind The Storch

A history of German aviation from the very early days to the present time. Old and new through both World wars. Biplanes - Triplanes - Seaplanes and Monoplanes, plus other types. Details on :- performance, dimensions, weights, first flights, pictures and plans, plus other relevant details. The book contains around :- three hundred and thirty five pages - six hundred and twelve pictures and one hundred and forty one plan diagrams. There are details on around one thousand, four hundred and forty five individual aircraft. Manufacturers include :- Euler - Eurocopter - Fieseler - Focke-Wulf - Fokker - Friedrichshafen - Gotha - Grob - Halberstadt - Heinkel - Henschel - Horten - to name but a few.

Published in the Bloomsbury Revelations series and featuring a new preface by the author, this classic biography by acclaimed historian Richard Overy takes the reader on a chilling journey into the heart of Hitler's inner circle. Hermann Goering was Hitler's most loyal supporter, his designated successor and the second most powerful man in the Third Reich. One of the main architects of the Nazi regime, he was also instrumental in the creation of the Gestapo and directly ordered the Final Solution. But who was the man behind the carefully-constructed mask? Self-indulgent and ruthless, sybaritic and brutal, egotistical yet capable of self-effacement, weak-willed yet fiercely calculating, Goering was a contradictory, complex and often bufoonish character. He styled himself as the 'Iron Man' but was known to wear togas, fur coats and faux-medieval hunting outfits. A brilliant World War I fighter pilot, military leader and mercurial Luftwaffe commander, he also loved the opera and took a perverse pride in his ill-gotten, infamous art collection. Richard Overy illuminates the many facets of Goering's personality and charts his story from his golden days as Hitler's most trusted commander to his failures and loss of power after the Battle of Britain, his sensational trial at Nuremberg and his ignominious death by suicide on the eve of his execution.

Propaganda Postcards of the Luftwaffe focuses on the efforts of the powerful Nazi propaganda machine to promote the technical achievements and might of the then newly created German airforce. The Luftwaffe had been announced to the world in March 1935, despite the restrictions contained in the Versailles Treaty signed after the First World War denying Germany the right to develop military aircraft. All major aircraft types used by the Luftwaffe together with many lesser known, obscure and secondary types are represented in this book. There is a section covering the main figures of the Luftwaffe and the leading aces who flew the aircraft. The German Air and Propaganda ministries worked together and, using professional photographers produced quality images, which were then made available to the general public in an attempt to inspire the nation and create strong moral.

The Design and Operational History

Macedonia

Guide to Captured German Documents

The Battle Cry of Jasta 17

The Great Collections

Defenders of the Reich, 1940–1943

Macro Talent Management in Emerging and Emergent Markets is the first book to focus specificially on country-level activities that are aimed at attracting, developing, mobilizing, and retaining top talent for economic success in emerging or emergent markets. The book serves as a guide that orients the reader toward activities that increase their country’s global competitiveness, attractiveness, and economic development through strategic talent management. This book brings together leading experts from around the world to address such issues as cross-border flows of talent, diaspora mobility, knowledge flows, global labour markets, and policies. The book is structured in three parts: Part I covers emerging markets, Part II emergent markets, and Part III pan-national themes such as migration and clusters. Bringing together research from the fields of human resource management, international business, economic geography, comparative international development, and political economy, this is a definitive, comprehensive treatment of the topic aimed at advanced students and practitioners.

Beskriver den tyske flyindustri i perioden 1933-45, herunder de særlige forhold under 2. verdenskrig.

The memoir of a German fighter ace that gives a much-needed perspective on what it was like to fight for the Central Powers during World War I. This important work was first published in German in late 1939, no doubt timed to impress the young Luftwaffe fighter pilots who were embarking on the second major air war in history. Buckler initially served with the army when the Great War began, until he was wounded and moved to the air service to train as a pilot. Following a baptism of fire flying two-seat reconnaissance missions over France, he became a fighter pilot, joining Jasta 17 in late 1916.

Despite receiving several more wounds, he continued in action, finally being awarded the highest decoration of the Pour le Mérite and ending the war with 36 victories over British and French aircraft. Not so much a war diary, his book is more a collection of memories told in a refreshing and entertaining manner. Renowned air historian Norman Franks has placed these in context and added accurate and authenticated details of what Buckler achieved. However, the fighter ace’s original words remain largely unchanged, and Adam Wait’s expert translation gives a valuable insight into what it was like to fly over the Western Front from the other side of the line. “A well rounded, thorough investigation of a topic that would otherwise have remained unknown to most American readers . . . superior and highly recommended.” –Indy Squadron Dispatch

Der Pimpf

Secret Projects of the Luftwaffe - Vol 1 - Jet Fighters 1939 -1945

Military Government, Weekly Information Bulletin

Stormy Life

German Aircraft of World War II

Foreign Commerce Weekly

As the course of World War II turned against the Third Reich after Stalingrad some of the most inventive and radical proposals, and designs, were put forward by armaments manufacturers, scientists and technicians, aircrew and even private individuals to the Reichsluftminister proposals were destined never to leave the drawing board, while others not only underwent trials but were issued to operational units and used in action. In this fascinating new book, leading Luftwaffe historian Robert Forsyth examines the many different types of weapons the arsenal during the second half of the war. This was the period that saw the development and adoption of aerial torpedoes, wire-guided rockets and missiles, batteries fired by photo-electric cells, chemical weapons, composite bombers and air-launched flying bombs.

Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

Extensively illustrated with over 200 photographs, this book is a celebration of the treasures of Cambridge University Library by a group of eminent scholars.

Popular Science

Luftwaffe Special Weapons 1942–45

The Axis Air Forces

Sharks of the Air

Allied Jet Killers of World War 2

The Illustrated London News

Operation Barbarossa: Volume IIA concerns the Wehrmacht. All the significant German weapon systems and combat squads used in the campaign are analysed using the quantitative methodology detailed in Volume I, along with the contextual history. An assessment of each weapon system's inherent 'combat power' is provided, as well as attributes such as the relative anti-tank, anti-personnel and anti-aircraft values. Volume IIA then focuses on the detailed Kriegstarkenachweisungen (KStN, or TOE) for German land units (including those in the West), as well as the unit's actual organisation and equipment. All significant units in the German Army (Heer), Waffen SS, Luftwaffe and security forces are included; ranging from the largest panzer divisions, down to small anti-aircraft companies, military-police units, Landesschutzen battalions, and rail-road and construction companies. In all cases the data is presented in detailed tables, using the weapon systems and combat squads previously analysed.

This comprehensive volume tells the rarely recounted stories of the numerous foreign air forces that supported the German Luftwaffe as part of the Axis' quest to dominate the European and Pacific theaters—a highly compelling and often overlooked chapter of World War II history.

This book provides a complete history of the clandestine WW II Luftwaffe and its origins under the patronage of Lufthansa, secret training of its personnel in Russia and Italy. Combat proving of its airplanes with the Condor Legion during the Spanish Civil War. Units, deployments, personel, airplanes and sub-types, thw 'secret weapons' and the world's first combat jets. Hitler's less than cordial relations with Goring, the RLM and German Aviation industry

Macro Talent Management in Emerging and Emergent Markets

Memoirs of a Pioneer of the Air Age

1944–45

An Illustrated Guide

Willy Messerschmitt and How He Built the World's First Operational Jet Fighter

Secrets of the Luftwaffe

Germany’s air ministry was quick to grasp the potential of the jet engine as early as 1938 and by 1939 several German aircraft manufacturers were already working on fighter designs that would utilize this new form of propulsion. Rocket engines too were seen as the way of the future and companies were commissioned to design fighters around them. As the Second World War began, the urgent need to bring these advanced new types into production saw a host of innovative aircraft designs being produced which would eventually result in Messerschmitt’s Me 262 jet fighter and the Me 163 rocket-propelled interceptor. And as the war progressed, efforts were increasingly made to find better ways of utilizing jet, rocket and latterly ramjet engines in fighter aircraft. Aviation companies from across Germany set their finest minds to the task and produced some of the most radical aircraft designs the world had ever seen. They proposed rotating wing ramjet fighters, arrowhead-shaped rammers, rocket-firing bat-winged gun platforms, sleek speed machines, tailless flying wings, tiny mini fighters and a host of others ranging from deadly looking advanced fighters to downright dangerous vertical launch interceptors. Secret Projects of the Luftwaffe Volume 1: Jet Fighters 1939-1945 by Dan Sharp, based on original research using German wartime documents, offers the most complete and authoritative account yet of these fascinating designs through previously unseen photographs, illustrations and period documentation from archives around the world.

One of the most significant innovations in modern warfare has been the appearance and development of air power, a technology which demanded technical and financial investment on a whole new scale and which ultimately changed the fundamental nature of war itself. This book covers the history and development of the German air force from 1935 to 1945, with descriptions and illustrations of almost all of the Luftwaffe’s airplanes, including fighters, jet fighters, dive-bombers, ground attackers, medium and heavy bombers, jet bombers, seaplanes, flying boats and carrier planes, transport and gliders, reconnaissance and training aircrafts, helicopters, and many futuristic projects and other rarities.

This new volume from Martin Bowman examines the first three years of the Second World War, consolidating first-hand accounts from German fighter pilots caught up in some of the most dramatic night time conflicts of the early war years.Viewing Bomber Command's operations through the eyes of the enemy, the reader is offered a fresh and intriguing perspective. Set in context by Bowman’s historical narrative, these snippets of pilot testimony work to offer an authentic sense of events as they played out.

Julius Buckler: "Malaula!"

Messerschmitt Bf 109

Flight International

Captured Eagles

Kites, Birds & Stuff - Aircraft of GERMANY - E to H

Bradt's North Macedonia remains the only standalone English-language guidebook to this increasingly popular destination available outside the country. Originally written by Thammy Evans, a political analyst who lived in Macedonia for five years, this new edition has been thoroughly updated and restructured to make it even easier to use by Philip Briggs, arguably the world's most experienced guidebook writer. Coverage of national parks has been increased and hiking information has been fully integrated to make it more accessible to casual users. Introductions to many points of interest have been expanded to give more of an overview of what the attractions are and there are several new and redrawn maps. Of all the new countries formed following the break-up of Yugoslavia in 1991, Macedonia was the only one to attain independence without bloodshed. This is a small land that offers huge variety to travellers, from the oldest lake in Europe to soaring forest-swathed mountain ranges and from the millennia-old Neolithic rock observatory at Kokoni and Roman mosaics at Heraclaea, to dozens of historic and actively-used mediaeval monasteries and mosques. Macedonia's urban centrepiece and main port of entry is the capital Skopje, now home to a wealth of Ottoman buildings, a lively culinary scene, and several world-class museums, while the main tourist hub is the pretty lakeshore town of Ohrid, a UNESCO World Heritage Site thanks to its wealth of medieval churches and other architectural gems. A trio of national parks provide refuge to brown bears, grey wolves, the rare Balkan lynx and a wide variety of birds. And wherever you go, welcoming family-run tavernas and lively pavement cafés serve authentic traditional cooking and locally produced wine that ranks as probably the most affordable anywhere in the European Balkans. Wherever you go and whatever your interest, this is a country that offers countless rewards to independent-minded travellers and those who want to get away from the crowds. And with Bradt's Macedonia, you'll find everything you need for a successful trip.

Gerhard FieselerThe Man Behind the Storch

The growth in size, lethality, and technology of the German Luftwaffe was of concern to some defense planners in the United States before American entry into the war. Learning about the Luftwaffe became a significant effort once the conflict broke out in Europe. From defectors with German aircraft to battlefield trophies and combat crew reports, the race to understand German aero technology took on sometimes heroic proportions. After the war, German technology infused American aerospace developments in many ways: German ribbon parachutes were evaluated for high-speed bailouts; sweptwing leading edge slat technology benefited the F-86 Sabre; overall comprehension of sweptwing benefits to fast jet aircraft was validated; pulse jet V1s and supersonic V2 rockets boosted American drone weapon, ballistic missile, and space exploration efforts. In this volume Frederick A. Johnsen traces that path of discovery.

Cambridge University Library

The Man Behind the Storch

Building Hitler's Missiles

North Macedonia

ein Wirtschaftsführer im Dienste des Nationalsozialismus

The V2 and the German, Russian and American Rocket Program

Allied fighter pilots began encountering German jets – principally the outstanding Me 262 fighter – from the autumn of 1944. Stunned by the aircraft's speed and rate of climb, it took USAAF and RAF units time to work out how to combat this deadly threat as the Luftwaffe targeted the medium and heavy bombers attacking targets across the Reich. A number of high-scoring aces from the Eighth Air Force (Drew, Glover, Meyer, Norley and Yeager, to name but a few) succeeded in claiming Me 262s, Me 163 and Ar 234s during the final months of the campaign, as did RAF aces like Tony Gaze and 'Foob' Fairbanks. The exploits of both famous and little-known pilots will be chronicled in this volume, detailing how they pushed their P-47s, P-51s, Spitfires and Tempests to the limits of their performance in order to down the Luftwaffe's 'wonder weapons'.

The Bachem Ba 349 Natter was a secretive, vertical take-off, single-seat rocket interceptor intended to offer high-speed defence of key targets. This radical aircraft offered Luftwaffe an inexpensive means with which to intercept and attack Allied heavy bombers using a vertically-launched, semi-expendable machine built of wood and armed with a nose-mounted 'honeycomb' battery of spin-stabilised air-to-air rockets as well as cannon armament. Launched vertically at 36,000ft per minute, the pilot was expected to fly within range of the enemy bombers, fire his rockets at them, ram another bomber, eject and parachute to the ground. Illustrated with contemporary photographs and stunning commissioned artwork, this study examines this inventive yet ultimately unsuccessful attempt by the Luftwaffe to defend against the tide of Allied aircraft that was bombing German cities into the ground.

The Aggregat 4 (A4) was the German Wehrmacht's first long range missile, regarded as suitable for war use since 1940. Werner von Braun, had been working towards a rocket capable of bearing a 750kg explosive charge over a minimum distance of 200 to 300 kilometers, hitting the enemy target with the greatest possible accuracy. The primary purpose of the Aggregat 4 was to terrorize the British, reducing London to rubble. This book provides a unique account of the development and combat history of Hitler's devastating missiles, detailing a wealth or previously unseen material, making this book a must for World War II historians and enthusiasts of strategic analysis alike. 100 photos

A Global Perspective

Lufthansa to Luftwaffe–Hitlers: Secret Air Force

Goering

Bibliography of Scientific and Industrial Reports

Traces of History in Peenemünde

Propaganda Postcards of the Luftwaffe

The Fieseler Storch is the most famous slow-speed aircraft of the Second World War. A remarkably versatile reconnaissance plane, as well as a Nazi showpiece and diplomatic gift - and even, in postwar British hands, a tool in helicopter design - it was linked to some of the best-known personages of the conflict: Hitler, Speer, Rommel, Mussolini, Churchill and Stalin. Furthermore, as Nigel Holden suggests in this first complete biography in English of Gerhard Fieseler (its creator), no other plane had a comparably equivalent role in that war. Making use of Fieseler's own autobiography and other material never reproduced in English, Holden chronicles Fieseler's life against four distinct, interlocking German contexts: the Reich of the erratic Kaiser Wilhelm II; the unloved years of the Weimar Republic; the Nazi era; and the anxious Federal Republic. He also traces Fieseler in the context of aviation development in the first 50 years of the 20th century. As a boy, Fieseler was obsessed with aircraft and air-mindedness (the idea of harnessing airpower for nation-building purposes); the First World War gave him the opportunity to fly for the Fatherland. In the 1920s, he gained international fame as an aerobatics pilot - becoming world champion in 1934. His considerable earnings were invested in a small aircraft company, which became under the Nazis (who had ideas of air-mindedness of their own) a favored supplier to the Luftwaffe. Fieseler's company became regarded as among the very best in Germany, in terms of technical capability and the integration of Nazi ideals into factory life. Göring appointed Fieseler to his inner circle of Germany's top industrial leaders and, during the Second World War, his company manufactured under licence Messerschmitt 109s and Focke-Wulf 190s. Fieseler - according to his own account - was the driving force behind the development of the V1, which is widely regarded as the forbear of the cruise missile. Holden's biography argues that Fieseler may well have been a better fighter pilot than the renowned Richthofen and reveals some uncanny parallels between his life and that of Germany's greatest wartime aircraft designer, Willi Messerschmitt, as well as describing his time as an indicted war criminal and his subsequent quest for postwar respectability. Fieseler emerges as an audacious fighter pilot, an heroic aerobatics pilot, an inspiring industrial leader (for a time), a Nazi opportunist, a not always reliable memoirist and an obstreperous old man who, to the end, blamed Hitler - and largely only Hitler -for provoking the Second World War.

“[A] perfect blend of sympathetic career biography and gripping military history . . . a definite winner for all World War II military history buffs” (Library Journal). In July 1944, the Allies were stunned by the appearance of the Messerschmitt Me 262, the world’s first operational jet warplane. More than one hundred mph faster than any other aircraft in the skies, the Me 262 gained scores of victories over Allied fighters and bombers, and by the end of the war, many of the Luftwaffe’s greatest aces had clamored to be in their cockpits. Sharks of the Air tells the story of Willy Messerschmitt’s life and shows how this aeronautical genius built many revolutionary airplanes—not excluding the Luftwaffe’s mainstay, the Me 109—and culminating in the Me 262. It describes how his various warplanes fought in Spain, Poland, France, Britain, the USSR, and Germany, and it provides thrilling accounts of air battles drawn from combat reports and interviews with veterans. And finally, this biography gives “insight into the life of a man who played a role in the Nazi war machine, but is not defined by it”

(Scale Aviation Modeller International). Aspects of Messerschmitt's life never before made public are revealed, including his love affair with the beautiful Baroness Lilly Michel-Rolino, a rich aristocrat who left her husband to live with Willy. Author James Harvey "uses his 40 years of flying experience and experience of aviation to tell the fascinating story of Messerschmitt and how, given the right conditions, Messerschmitt and other German aircraft designers could have changed the course of WWII" (Military Scale).

Even in the 21st century, Macedonia is a story untold. Remote, land-locked and little visited, it's a place practically untouched by tourist trappings, signposts, and explanations. Yet this country, once the southernmost part of Yugoslavia, has a simple natural beauty that its European neighbors find hard to match. The Bradt guide is the only English-language guide to Macedonia. This third edition includes new material on battlefields and historical figures, as well as updated information on outdoors pursuits, folk festivals, wine, archaeology?and, of course, Macedonia's fast-improving hotels, restaurants and bars.

The Warplanes of the Third Reich

Aircraft of the Luftwaffe, 1935-1945

Flying in Support of the German Luftwaffe

Bachem Ba 349 Natter

The Iron Man

German Aircraft Industry and Production, 1933-1945

Arguably two of the finest piston-engined fighters ever built, the Tempest V and Fw 190D-9 raised the bar in terms of aircraft design and operational capability during World War II. The long-nosed 'Dora 9', designed by Kurt Tank, first appeared in the skies over the Western and Eastern Fronts in the late summer of 1944. Fast, and with an exceptional rate of climb, it quickly bettered almost every fighter that the RAF, USAAF and Soviet Red Air Force could field. The Hawker Tempest V entered service in early 1944, initially proving itself a stalwart performer when it was deployed to intercept V1 flying bombs over southern England. From the autumn of 1944, the Tempest V also equipped squadrons of the 2nd Tactical Air Force, operating in support of the Allied armies advancing across north-west Europe. It became a potent ground-attack aircraft, armed with underwing rockets, but also a first-class interceptor when pitted against the Luftwaffe's advanced Fw 190D-9 and Me 262. Featuring full colour artwork, this book describes in fascinating detail combats between the Tempest Vs of No 274 Sqn and the Fw 190D-9s of I. and III./JG 26 between February and April 1945.

Analyzes each aircraft in detail, including development, prototype histories, design teams and aerodynamic problems that had to be overcome.

Of the 7,953 Bomber Command aircraft lost on night operations during the Second World War, an estimated 5,833 fell victim to Luftwaffe night fighters. In this detailed re-enactment of the air war over Western Europe and the raids flown by the men of RAF Bomber Command, the author has pieced together official data and the words and memories of the pilots and air crew who participated in the proceedings. Across fifteen chapters, many unique experiences are regaled, enlivening the history of the night bombing raids that were hurled against Hitler's war machine during the latter half of the Second World War. They span the period between November 1943 and 1945 and cover the encounters between the Luftwaffe and RAF Bomber Command during their heyday. 'No Operation Was Easy' was a commonly coined phrase amongst this group who, night after night, struck out at targets such as the 'The Big City' (Berlin), Stuttgart and the Ruhr. These truly epic stories, gleaned from the memories of the men who made up Bomber Command, serve as an appropriate epitaph to their collective effort.

Nachtjagd

The Night Air War

Gerhard Fieseler

Nationalsozialistische Jugendblätter

Gerhard Fieseler - eine Karriere

Operation Barbarossa: the Complete Organisational and Statistical Analysis, and Military Simulation Volume IIA