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*Sea Harrier Over
The Falklands A
Maverick At War
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**Sharkey Ward commanded
801 Naval Air Squadron, "HMS
Invincible", during the
Falkland War of April to June
1982, and was senior Sea
Harrier adviser to the
command on the tactics,**

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**direction and progress of the
air war. He flew over 60 war
missions, achieved three air-
to air kills, and took part in or
witnessed a total of ten kills;
he was also the leading night
pilot, and was decorated with**

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**the Distinguished Service
Cross for gallantry. But what,
after all, could 20 Sea Harriers,
operating from a flight-deck
bucketing about in the South
Atlantic, do against more than
200 Argentine military aircraft**

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**flown by pilots who, as the
raids against the British
shipping proved, displayed
enormous skill and almost
suicidal gallantry? The world
knows the answer - now. What
is puzzling, therefore, is this**

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book's truthful depiction of the attitudes of some senior non-flying naval officers, and of the RAF, towards the men (and indeed the machine) that made possible the victory in the Falklands. This first-hand

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**account charts, in detail, the
naval pilots' journey to the
South Atlantic, and how they
took on and triumphantly
conquered the challenges
they faced. It is a dramatic
story, leavened with accounts**

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**of the air-to-air fighting and of
life in a squadron at sea and
on a war footing. But it is also
a tale of inter-Service rivalry,
bureaucratic interference, and
the less-than-generous
attitudes of a number of**

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**senior commanders who
should certainly have known
better; indeed, some of them
might even have lost the war
through a lack of
understanding of air warfare.
The author attempts to put the**

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record straight.

James "Jim" Davis lived what he considered "an impossible dream" as he piloted a B-24, as part of the 8th Air Force, on nearly thirty missions in the European Theatre during

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**World War II. In this memoir,
Davis offers heart-wrenching
detail concerning the
difficulties of qualifying for the
U.S. Army Air Forces pilot
program, the strenuous nature
of the pilot training program,**

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**the anxiety caused by a
wartime marriage, and the
dangers of flying combat
missions over Nazi Germany.
Few, if any, other memoirs
provide the genuineness and
honesty of his story. From his**

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**struggles to become a pilot, to
seeing death up close on his
first mission, to his expected
deployment to the Pacific
Theatre in the fall of 1945,
Davis takes the reader
through a fast-paced and**

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exciting narrative adventure.

**Davis and his crew flew
support missions for
Operations Cobra and Market
Garden and numerous
bombing missions over
occupied Europe in the**

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**summer and fall of 1944. He
piloted his B-24 on missions
over twenty German cities,
including Cologne, Hamburg,
Metz, and Munich, and
attacked enemy airfields,
airplane factories, railroad**

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**marshalling yards, ship yards,
oil refineries, and chemical
plants. While he and his crew
survived without serious
injuries, they witnessed the
destruction of many of their
friends' planes and**

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experienced serious damage to their own plane on several occasions. Readers of his memoir will come away with a much greater appreciation for the difficulties and dangers of the air war in World War II.

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David Snead happened upon the memoir and its author during his time at Texas Tech University. He was immediately hooked and began the process of preparing it for publication.

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**Snead met with Davis on
several occasions, examined
his military records,
researched in detail at the
National Archives, and
investigated numerous
published sources in order to**

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**corroborate the account and
add explanatory notes for
context.**

**It was to be one of the most
ambitious operations since
617 Squadron bounced their
revolutionary bombs into the**

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**dams of the Ruhr Valley in
1943... When Argentine forces
invaded the Falklands in the
early hours of 2 April 1982,
Britain's military chiefs were
faced with a real-life Mission
Impossible.**

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Keith Lucas was killed instantly when his BE2 biplane collided with that of a colleague over Salisbury Plain on 5 October 1916. As a captain in the Royal Flying Corps, Lucas would have

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**known that his death was a
very real risk of the work he
was doing in support of
Britain's war effort. But Lucas
wasn't a career pilot - he was
a scientist. The Flying
Mathematicians of World War I**

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details the advances and sacrifices of a select group of pioneers who left the safety of their laboratories to drive aeronautics forward at a critical moment in history. These mathematicians and

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**scientists, including Lucas,
took up the challenge to
advance British aviation
during the war and soon
realized that they would need
to learn how to fly themselves
if they were to complete their**

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**mission. Set in the context of
a new field of engineering,
driven apace by conflict, the
book follows Lucas and his
colleagues as they endured
freezing cockpits and
engaged in aerial versions of**

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**Russian roulette in order to
expand our understanding of
aeronautics. Tony Royle deftly
navigates this fascinating
history of technical
achievement, imagination, and
ingenuity punctuated by**

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**bravery, persistence, and
tragedy. As a result, The
Flying Mathematicians of
World War I makes accessible
the mathematics and the
personal stories that forever
changed the course of**

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aviation.

The Falklands War 1982

Scram!

My Falklands Air War

Pebble Island

Hostile Skies

Special Forces Pilot

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*Comprehensive details and
photographic coverage of the FRS.1,
F/A-2, T4N, T8N, FRS.51 and T.60
variants. In-depth report on the
aircraft in the Falklands campaign,
including a guide to camouflage
schemes and anomalies, mission*

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markings and aircraft histories.

Colour side-views by David Howley.

*Modelling the Sea Harrier in popular
scales. A guide to kits, decals and add-
ons. Walkarounds and weaponry.*

Retirement colour schemes in detail.

In early 2006, the Fleet Air Arm's last

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Sea Harrier FA 2 will launch from the ski jump of an invincible class carrier and fly to RAF St. Athan, in Wales, where it will be placed in permanent storage. This event will signal the end of an era in British aviation that stretches back some 90 years, and

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includes such illustrious types as the Camel, Fury, Hurricane, Spitfire, Hunter and Lightning. The final all-British single-seat fighter will have been retired from frontline service. This volume serves to chronicle the fascinating career of the Sea Harrier.

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*Built almost as an afterthought by
British Aerospace to fulfill a Royal
Navy requirement that was restricted
by the size of its emasculated 'through
deck cruiser' style Invincible class
helicopter carriers, the Sea Harrier
had proven its worth in combat over*

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the Falklands within three years of entering frontline service. A Cold War warrior, and a veteran of the more recent policing actions in the Balkans, the Persian Gulf and Sierra Leone, the Sea Harrier now finds itself in the twilight of its career due to swinging

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budget cuts. Yet despite its advancing years, the FA 2 variant is still the most capable fighter interceptor in Britain, thanks to the partnership forged between its highly effective Blue Vixen radar and awesome US-built AMRAAM medium-range air-to-air

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missiles. The retirement of the Sea Harrier will once again leave the fleet without a dedicated fixed-wing fighter for the best part of a decade. The release of this volume in 2005 will coincide with the final airshow season attendance of the Sea Harrier. The

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'SHAR' is a much loved airshow performer, and there will no doubt be considerable attention focused on the jet by the British public. As well as extensive archive material and images from Sea Harrier pilots through their careers, the volume will be illustrated

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*with recent air-to-air ground material
taken by Jamie Hunter during the last
two years of Sea Harrier operations.
Discover the exhilarating first-hand
account of one man's white-knuckle
life as a fighter pilot with the Royal
Navy Sea Harriers 'A searingly honest,*

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*keenly observed, well written and
extremely funny military memoir . . .*

*A must read' RAF NEWS 'An
outstanding first-hand account from
inside the cockpit, told with flair and
humour' JOHNNY MERCER MP,
author of We Were Warriors 'Puts*

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*you in the cockpit for carrier landings,
missile firings and some of the most
intense close air support stories
imaginable' MIKE SUTTON, author
of Typhoon _____ Paul
Tremelling spent nearly twenty years
with the Royal Navy's Sea Harriers,*

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*charged with standing in the way of
Her Majesty's enemies. In the cockpit
or crew room, the pressure was
relentless, the humour merciless. It's
no place for the faint-hearted.
Whether landing on a pitching
aircraft carrier deck in the middle of*

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*the night or screaming in to save the
lives of heroes under fire in
Afghanistan, there was no room for
self-doubt; only honesty, confidence
and do-or-die hard truth. Combining
visceral action with sharp intelligence,
laced with acerbic humour, Harrier*

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*pulls no punches in bringing to life the
hi-octane, unforgiving world of the
fighter pilot, in the air and on the
ground. Strap-in . . . _____ 'Mad,
bad and dangerous to know . . .
Tremelling lights the burners in an
extraordinary memoir that leaves most*

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military memoirs sitting behind in the hangar' JAMES BRABAZON, author of My Friend the Mercenary 'This isn't a book for the faint-hearted. It is a book for anyone who appreciates insight into how a fighter pilot trains, trains more, thinks (fast), handles the

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aircraft and onboard tech . . . then fights' FLYER 'Tremmers puts you in the cockpit for carrier landings, missile firings and some of the most intense close air support sorties imaginable. Insightful, laced with humour, and highly recommended'

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***MIKE SUTTON, author of Typhoon
'An inspiring, enlightening and
thrilling insight into how modern
aviators earn their pay. The stories
from Afghanistan alone are
justification enough to read this
brilliant book. A masterpiece' PAUL***

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BEAVER, author of Spitfire People

'A memoir that reads like a fast-paced thriller. Harrier launches straight onto the classics shelf of aviation

literature' JOHN TEMPLETON

SMITH, author of White Lie

The world's first independent air

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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

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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

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*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*

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*War and modern times, this is the
complete story of how the RAF has
defended Britain for a century.*

Air War South Atlantic

The Last All-British Fighter

*Ground operations in the South
Atlantic*

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*Her Majesty's Top Gun: and the
Decline of the Royal Navy*

Air War in the Falklands 1982

*The Flying Mathematicians of World
War I*

With the sudden
Argentine invasion of

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the remote Falkland
Islands on 2 April 1982
the United Kingdom found
itself at war. Due to
the resolve of a
determined Prime
Minister and the

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resourcefulness of the
Armed Forces, a Task
Force, code named
Operation CORPORATE, was
quickly
dispatched. Remarkably
just over two months

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later, the Islands were liberated and the invaders defeated. By any standards this was a remarkable feat of all arms cooperation made possible by political

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resolve, sound planning,
strong leadership and
the courage and
determination of the
combatants. Martin
Middlebrook, one of the
most skillful historians

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of the 20th Century, has weaved the many strands of this extraordinary military achievement into a fascinating, thorough and highly readable account of the

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Campaign. For a full understanding of what it took to win this war there will be no better account to read than this.

On 3 April 1982 British

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Prime Minister Margaret
Thatcher announced that
Argentine armed forces
had landed on British
sovereign territory; had
captured the men of
Royal Marine detachment

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NP8901; had run up the
Argentine flag; and had
declared the islands and
their population to be
Argentine. An immediate
response was required
and a task force was

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rapidly assembled to
retake the islands. From
this point until the
Argentine surrender on
14 June, the British
forces fought what was
in many ways a 19th-

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century style colonial
campaign at the end of
extended supply lines
some 8,000 miles from
home. This volume will
detail the major stages
of the land campaign to

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retake the islands,
focusing on the San
Carlos landings, the
battle for Darwin and
Goose Green, and the
final battles for Mt
Longdon, Tumbledown and

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Wireless Ridge, the
mountains that

surrounded the island's
capital, Stanley.

During the Falklands War
in 1982, RAF and Fleet
Air Arm Harriers and Sea

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Harriers flew in action against the invading Argentinean forces. RAF Harriers have also seen active service over Bosnia, in Desert Storm 1 and 2, and in

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Afghanistan. The Hawker
Siddeley/Bae Harrier,
formally referred to as
the 'Harrier' or
colloquially as the
'Jump Jet', is a British-
designed military jet

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combat aircraft capable
of Vertical/Short Take-
off and Landing (V/STOL)
via thrust vectoring.
The Harrier family is
the only truly
successful design of

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this type from the many
that arose in the
1960s. The Hawker P.1127
first flew as a
prototype in 1960 and
the RAF ordered a
modified P.1127/Kestrel

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as the Harrier GR1 in
1966. Harriers of a
number of different
marks have since been
used by the RAF, US
Marine Corps, the Royal
Navy, the Spanish Navy

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and the Royal Thai Navy.
During the Falklands war
Jerry Pook, a pilot in
No. 1(F) Squadron RAF,
flew air interdiction,
armed recon, close-air-
support and airfield

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attack as well as pure
photo-reccon missions.

Most weapons were
delivered from extreme
low-level attacks
because of the lack of
navigation aids and in

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the absence of Smart
weapons. The only way he
could achieve results
was to get low down and
close-in to the targets
and, if necessary, carry
out re-attacks to

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destroy high-value targets. Apart from brief carrier trials carried out many years previously there had been no RAF Harriers deployed at sea. The RAF

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pilots were treated with
ill-disguised contempt
by their naval masters,
their professional
opinions ignored in
spite of the fact that
the RN knew next to

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nothing about ground-
attack and recon
operations. Very soon
after starting
operations from the
aircraft carrier HMS
Hermes the squadron

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realized that they were
considered as more or
less expendable
ordnance. The Harriers
lacked the most basic
self-protection aids and
were up against 10,000

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well-armed troops who
put up an impressive
weight of fire whenever
attacked.

The Untold Story of the
Falklands War

Harrier: How To Be a

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Fighter Pilot
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Harrier Boys Volume 1

May - June 1982

The Falklands 1982

The SAS in the Falklands
War

This is the story of the SAS

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***raid on Pebble Island during
the Falklands War. In
atrocious weather, 48 men of
22 SAS Regiment were landed
by Sea King Helicopter on the
Island. Their task was to
destroy the 11 enemy aircraft
located at the Airstrip on the***

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***Island and neutralize the
Argentinean force posted
there to guard it. The raid was
successful and all the Aircraft
were destroyed but debate
still goes on as to whether the
raid was a political gesture to
give the British Public some***

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***action or whether it was to
knock out the Airbase that
could have made life difficult
for the landings at San Carlos
Bay later in the War. The book
covers sections on: history of
the engagement, training and
planning involved, equipment***

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*used, weapons file, breakdown
of forces engaged,
consequences and
controversies as well as
personal accounts of those
involved.*
*The war fought between the
United Kingdom and*

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Argentina in 1982, for the possession of the Falkland Islands was probably the last 'colonial' war that will ever be undertaken by the British. This book shows how the key to British success was the speed with which the British

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***gained and then maintained
air superiority over the
islands and the waters around
then with their small force of
Sea Harrier STOVL warplanes,
which operated from two
aircraft carriers. Though
subsonic, the Sea Harrier and***

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***its Sidewinder AAM were a
combination altogether
superior to Argentina's mix of
supersonic and subsonic
warplanes with older weapons,
and this advantage was
emphasised by the
significantly greater tactical***

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acuity of the British pilots.

***The Argentine pilots fought
with considerable piloting
skill and enormous courage,
and scored a number of
stunning successes against
British warships, but
ultimately they could not***

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***prevent the British landing
and the following land
campaign that resulted in
complete Argentine defeat.***

***The gripping personal story of
a Falklands Fighter Ace. David
Morgan, RAF officer and poet,
relives his experiences during***

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***the Falklands War in this vivid
memoir. On secondment to
the Royal Navy when the
Argentine invasion of the
Falklands began and
personally credited with
shooting down two Argentine
Skyhawks as well as enemy***

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***helicopters, Morgan was later
awarded the Distinguished
Service Cross. Here he
recounts his involvement in
the first British air-strike
against Argentine positions
around Port Stanley and
describes being first on the***

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***scene when enemy jets
bombed the landing ships SIR
TRISTRAM and SIR
GALAHAD. Including the
author's heartfelt letters sent
back to England to close
family and friends, HOSTILE
SKIES dramatically recalls***

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***what it was really like to fight,
live and love during the
Falklands War.***

***This book provides new light
on the way the Argentine
forces were organized for war,
the plans and reactions of the
commanders, the sufferings of***

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***the soldiers and the shame
and disillusionment of defeat.
Martin Middlebrook has
produced a genuine 'first' with
this unique work. Martin
Middlebrook is the only
British historian to have been
granted open access to the***

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Argentines who planned and fought the Falklands War. It ranks with Liddell Hart's The Other side of the Hill in analyzing and understanding the military thinking and strategies of Britain's sometime enemy, and is

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***essential reading for all who
wish to understand the
workings of military minds.
The book provides new light
on the way Argentine forces
were organized for war, the
plans and reactions of the
commanders, the sufferings of***

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*the soldiers and the shame
and disillusionment of defeat.*

The Falklands War

The First Casualty

*RAF Harrier Ground Attack:
Falklands*

One Hundred Days (Text Only)

Britain's Legendary Jump Jet

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***and the Untold Story of the
Falklands War***

Air War Over the Falklands

The Falklands Conflict was remarkable for many reasons: it was a hard fought, bloody and short conflict between a leading NATO power and one

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of the most capable armed forces in South America; it demonstrated the capabilities of a range of cutting-edge technologies including nuclear-powered attack submarines, Exocet missiles and Sea Harrier

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VSTOL aircraft; and it was fought many thousands of miles away from the Royal Navy's home bases. In this illustrated study, renowned naval historian Dr Edward Hampshire draws upon the latest available sources to

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offer a comprehensive
examination of the Falklands
naval campaign. Blow-by-blow
accounts of key engagements,
such as the sinking of the
General Belgrano, the loss
of HMS Sheffield, and the
landings at San Carlos Bay,

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are presented alongside lesser known but equally important naval operations that helped shape the outcome of the conflict.

Commemorating the 30th Anniversary of the conflict between the United Kingdom

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and Argentina over the
sovereignty of the Falkland
Islands in the spring of
1982. The book covers the
color schemes and markings
of the British and
Argentinean aircraft that
were used in combat in what

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became known as the Falklands War. Featuring such types as the Sea Harrier FRS.1, Harrier GR.3, Avro Vulcan, numerous Royal Navy and Army Air Corps helicopters, opposed by such types as Mirage Ideas, IAI

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Daggers, A-4 Skyhawks, Super Standards, Canberras and a large and eclectic range of secondary aircraft types and helicopters, the book offers over 70 pages of well-researched and carefully illustrated full color

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profiles and 4-views.

Sharkey Ward commanded 801
Naval Air Squadron, HMS
Invincible, was senior Sea
Harrier adviser to the
Command, flew over sixty
missions and was awarded
DSC. Yet had he followed all

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his instructions to the
letter, Britain might well
have lost the Falklands War.
His dramatic first-hand
story of the air war in the
South Atlantic is also an
extraordinary, outspoken
account of inter-Service

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rivalries, bureaucratic interference, and dangerous ignorance of the realities of air combat among many senior commanders. As Sharkey Ward reveals, the 801 pilots were fighting not just the enemy, exhaustion,

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and the hostile weather, but also the prejudice and ignorance of their own side. The Falklands War (1982), fought between the United Kingdom and Argentina for the possession of the Falkland Islands, was

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probably the last 'colonial'
war that will ever be
undertaken by the British.
This book shows how the key
to British success was the
speed with which the British
gained and then maintained
air superiority over the

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islands and the waters
around them with their small
force of Sea Harrier STOVL
warplanes, which operated
from two aircraft carriers.
Though subsonic, the Sea
Harrier and its Sidewinder
AAM were a combination

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altogether superior to
Argentina's mix of

supersonic and subsonic
warplanes with older
weapons, and this advantage
was emphasised by the
significantly greater
tactical acuity of the

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British pilots. The Argentine pilots fought with considerable piloting skill and enormous courage, and scored a number of stunning successes against British warships, but ultimately they could not prevent the

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British landing and the
following land campaign that
resulted in complete
Argentine defeat.

Harrier 809

1960 Onwards (All Marks)

Joint Force Harrier

From the Cold War through

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the Falklands, 1969-1990

An Operational Level Insight
into Air Warfare in the
South Atlantic

Across an Angry Sea

For more than thirty years, Giora Even-
Epstein flew fighters for the Israel Air
Force, achieving recognition as a

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highly skilled military aviator and the highest-scoring jet-mounted ace with the most number of confirmed victories in the French Mirage. Having overcome numerous hurdles just to learn how to fly, he went on to compile a record of Arab MiGs and Sukhoi kills that bettered any other

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combat aviators' tally in the entire world. This fast-moving autobiography details his experiences particularly in the intense conflicts of 1967, the Six Day War, and 1973, the Yom Kippur War. The reader shares the cockpit with him as he describes every action he undertook with 101

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and 105 Squadron, including the greatest jet-versus-jet air battle in history with four MiG-21 kills in one engagement. His final score was seventeen. After his last battle he became commander of the First Jet Squadron, 117, began civilian flying, retrained to command 254 MMR

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Squadron in the 1982 Lebanon War, and flew the F-16 at the age of fifty before retirement. Along the way he met numerous fighter pilot legends such as Douglas Bader, Al Deere, Pierre Clostermann and Randy Cunningham. Affable and enthusiastic, Giora gained the

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nickname ' Hawkeye ' because of his amazing vision of more than 20/15, enabling him to pick out enemy aircraft long before his squadron mates. His story is of one man ' s unfaltering dedication to his dreams and his country. As the leading jet ace it is one well worth

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telling and, critically, it can be told in his own words.

Sea Harrier Over the
FalklandsPhoenix

The naval warfare of the last few decades appears dominated by operations of fast missile craft and a wide diversity of other minor vessels

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in so-called 'littoral warfare'. As so often, the reality is entirely different.

Submarine and anti-submarine warfare remain one of most sophisticated forms of armed conflicts to this day. Unsurprisingly, consi

The bestselling, highly-acclaimed and

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most famous account of the Falklands
War, written by the commander of
the British Task Force.

The Air War

Argentine Fight for the Falklands

The Falklands Naval Campaign 1982

Sea Harrier

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Sea Harrier - Falklands 40th
Anniversary

In early summer 1982--winter in the South Atlantic--Argentina's military junta invades the Falklands. Within days, a British Royal Navy Task Force is assembled and dispatched. This

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is the story of D Squadron, 22
SAS, commanded by Cedric
Delves. The relentless tempo of
events defies belief. Raging seas,
inhospitable glaciers, hurricane-
force winds, helicopter crashes,
raids behind enemy lines--the
Squadron prevailed against them

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all, but the cost was high. Eight died and more were wounded or captured. Holding fast to their humanity, D Squadron's fighters were there at the start and end of the Falklands War, the first to raise a Union Jack over Government House in Stanley.

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Across an Angry Sea is a

chronicle of daring, skill and
steadfastness among a tight-knit
band of brothers; of going awry,
learning fast, fighting hard, and
winning through.

A Royal Navy helicopter pilot's
firsthand account of British

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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

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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

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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

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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

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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 MI6
safe house on return to the UK

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“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 untabulated special forces

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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,

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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

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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

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captain of the British submarine
involved in Operation
KETTLEDRUM. The Super
Étendard pilots who sank HMS
Sheffield and MV Atlantic
Conveyor and then “attacked”
HMS Invincible, plus a key
member of the Argentine special

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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-

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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

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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

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The Falkland Islands sprang to fame in 1982, when Argentine Forces invaded and occupied them. British rule was re-established following an intensely violent war. But, as the 30th anniversary of that conflict approaches, the causes of

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conflict in the Falklands have not been resolved. Simmering tensions means that a powerful military machine remains on the islands, and its guard is never relaxed. The UK has some of its most modern and powerful defense assets there, and on

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permanent standby. These include Eurofighter Typhoon interceptors; ground to air missiles; mountaintop radar sites, and destroyers and frigates. In addition, the islanders themselves have a potent infantry defense force. Graham

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Bounds book Fortress Falklands examines the defenses of the islands today and the ongoing need for vigilance. Relations with Argentina have deteriorated since the discovery of oil in Falklands waters and a boom in the Falklands economy. In

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response, Buenos Aires has established a ban on shipping links between South America and the islands, and they exploit every opportunity to press their case for sovereignty. Islanders believe they are under economic siege.

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Argentinean Aircraft Carrier and
Anti-Submarine Operations
Against Royal Navy's Attack
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Manual

A Centenary of Operations
The Enthralling Autobiography of
the Top-Scoring Israel Air Force
Ace of Aces

**Days after arriving in Kandahar, the
Harriers of 800 Naval Air Squadron**

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were in the thick of fierce fighting. Armed with rockets and bombs, the pilots were flying crucial danger-close attack missions in defence of troops engaged in the most intense battles seen by British forces since the Korean War. While facing the

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**constant threat of surface-to-air
missiles, the British Top Guns knew
that any mistake would have fatal
consequences for the soldiers who
depended on their skill and
determination. Written by the
Commanding Officer of the first**

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**Royal Navy squadron to deploy to
Afghanistan, Joint Force Harrier is a
compelling insight into the exciting
world of modern air warfare.**

**In April 1982 Harry Benson was a
21-year-old Royal Navy commando
helicopter pilot, fresh out of training**

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and one of the youngest helicopter pilots to serve in the Falklands War. These pilots, nicknamed 'junglies', flew most of the land-based missions in the Falklands in their Sea King and Wessex helicopters. Much of what happened in the war - the

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politics, task force ships, Sea Harriers, landings, Paras and Marines - is well-known and documented. But almost nothing is known of the young commando helicopter pilots and aircrewmen who made it all happen on land and

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sea. This is their 'Boys Own' story, told for the very first time. Harry Benson has interviewed forty of his former colleagues for the book creating a tale of skill, initiative, resourcefulness, humour, luck, and adventure. This is a fast-paced,

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**meticulously researched and
compelling account written by
someone who was there, in the
cockpit of a Wessex helicopter. If you
liked Apache, Vulcan 607 and
Chickenhawk, you'll love Scram!
The word "Scram" was used to warn**

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**other junglies to go to ground or risk
being shot down by their own side as
Argentinean jets blasted through
'bomb alley'.**

**In Harrier Boys, Volume One: Cold
War Through the Falklands,
1969-1990, Robert Marston, who**

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flew Harriers for many years, draws together accounts from others who worked with this unique jet through its history. The excitement, camaraderie and pride of Harrier operators shine through in the personal stories of those whose lives

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were changed by their experience of this iconic aircraft, both on land and at sea. In this first volume, events of the Cold War years are brought to life by contributors including Graham Williams, who flew the Transatlantic Air Race, Peter

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Dodworth, a member of the original Harrier Conversion Team, Peter Harris, a participant in the early defense of Belize, Sir Peter Squire, OC 1 (F) Squadron during the Falklands conflict, and Australian Dave Baddams, who commanded the

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**Royal Navy Sea Harriers of 800
Squadron.**

**The controversial first-hand account
of what really happened in the south
Atlantic skies Sharkey Ward
commanded 801 Naval Air
Squadron, HMS Invincible, was**

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**senior Sea Harrier adviser to the
Command, flew over sixty missions
and was awarded DSC. Yet had he
followed all his instructions to the
letter, Britain might well have lost
the Falklands War. His dramatic
first-hand story of the air war in the**

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South Atlantic is also an extraordinary, outspoken account of inter-Service rivalries, bureaucratic interference, and dangerous ignorance of the realities of air combat among many senior commanders. As Sharkey Ward

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reveals, the 801 pilots were fighting not just the enemy, exhaustion, and the hostile weather, but also the prejudice and ignorance of their own side.

**Fortress Falklands
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A Flying Memoir of the Falkland
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An "interesting and highly

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informative personal memoir . . .

*a much-needed addition to the
body of work covering the air war
over the Falklands.”—IPMS/USA*

*During the Falklands War, Jerry
Pook, a pilot in No. 1(F) Squadron
RAF, flew air interdiction, armed
reccon, close-air-support and*

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airfield attack as well as pure photo-reccon missions. Most weapons were delivered from extreme low-level attacks because of the lack of navigation aids and in the absence of Smart weapons. The only way he could achieve results was to get low

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down and close-in to the targets and, if necessary, carry out re-attacks to destroy high-value targets. Apart from brief carrier trials carried out many years previously, there had been no RAF Harriers deployed at sea. The RAF pilots were treated with ill-

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disguised contempt by their naval masters, their professional opinions ignored in spite of the fact that the RN knew next to nothing about ground-attack and recon operations. Very soon after starting operations from the aircraft carrier HMS Hermes, the

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squadron realized that they were considered as more or less expendable ordnance. The Harriers lacked the most basic self-protection aids and were up against 10,000 well-armed troops who put up an impressive weight of fire whenever attacked. "Prior

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to this book, very little had been written in detail describing the RAF Harrier GR3 operations during the 1982 Falklands War. This book fills that void very well, providing a wealth of detail in describing the lead up, deployment and day-to-day

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*combat operations of the small
contingent of Royal Air Force
attack Harriers.”—IPMS/USA
From the television footage
shown in all its stark reality and
the daily coverage and
subsequent memoirs, the
impression delivered from the air*

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battles in the Falklands Conflict was that of heroic Argentine pilots who relentlessly pressed home their attacks against the British. While, by contrast, there is a counter-narrative that portrayed the Sea Harrier force as being utterly dominant over its

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Argentine enemies. But what was the reality of the air war over the Falkland Islands? While books on the air operations have published since that time, they have, in the main, been personal accounts, re-told by those who were there, fighting at a tactical level, or back

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in their nation's capital running the strategic implications of the outcome. But a detailed analysis of the operational level of the air war has not been undertaken - until now. At the same time, some analysts have inferred that this Cold War sideshow offers

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little insight into lessons for the operating environment of future conflicts. As the author demonstrates in this book, there are lessons from 1982 that do have important and continued relevance today. Using recently released primary source material,

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*the author, a serving RAF officer
who spent two-and-a-half years in
the Falklands as an air defence
navigator, has taken an impartial
look at the air campaign at the
operational level. This has
enabled him to develop a
considered view of what should*

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have occurred, comparing it with what actually happened. In so doing, John Shields has produced a comprehensive account of the air campaign that has demolished many of the enduring myths. This is the story of not why, but how the air war was fought over the

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skies of the South Atlantic.

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