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Forces Pilot A Flying Memoir Of
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**Special Forces
Pilot A Flying
Memoir Of The
Falkland War**

“[An] intimate account of a Forward

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Air Controller working with the
Special Forces on their secret
operations in South Vietnam and
Laos . . . Don't miss it!" (John
Prados, author of Storm Over
Leyte). Originally published in
1991, this classic work has now

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been revised and updated with additional photos. It is the story of how, in Vietnam, an elite group of Air Force pilots fought a secret air war in Cessna 0-2 and OV-10 Bronco prop planes—flying as low as they could get. The eyes and ears of

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the fast-moving jets who rained death and destruction down on enemy positions, the forward air controller made an art form out of an air strike—knowing the targets, knowing where friendly troops were, and reacting with split-second,

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life-and-death decisions as a battle unfolded. The expertise of the low, slow FACs, as well as the hazard attendant to their role, made for a unique bird's-eye perspective on how the entire war in Vietnam unfolded. For Tom Yarborough,

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who logged 1,500 hours of combat flying time, the risk was constant, intense, and electrifying. A member of the super-secret “Prairie Fire” unit, Yarborough became one of the most frequently shot-up pilots flying out of Da Nang—engaging in a series

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of dangerous secret missions in Laos. In this work, the reader flies in the cockpit alongside Yarborough in his adrenaline-pumping chronicle of heroism, danger, and wartime brotherhood. From the rescuing of downed pilots to taking out enemy

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positions, to the most harrowing extended missions directly overhead of the NVA, here is the dedication, courage and skill of the fliers who took the war into the enemy's backyard.

A former 606 Special Operations

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Squadron member recounts his 1970 secret combat mission over the Ho Chi Minh Trail, during which he struggled for survival by utilizing daredevil piloting tactics to outmaneuver thousands of anti-aircraft shells.

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On August 6, 2011—three months after members of Navy SEAL Team Six killed Osama Bin Laden—Taliban forces took down a United States helicopter, call sign “Extortion 17.” The attack killed the Air National guard crew, seven

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unidentified members of the Afghan military, and seventeen members of Navy SEAL Team Six—warrior brothers from the same Team had killed Osama Bin Laden just ninety days prior. Don Brown, a former U.S. Navy JAG officer stationed at

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the Pentagon and a former Special Assistant United States Attorney, recreates the wartime action, tells the life stories of the elite warriors our nation lost on that day, and tears apart the official military explanation of the incident

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contained in the infamous Colt Report, which reveals either gross incompetence or a massive cover-up. Call Sign Extortion 17 focuses on a series of key factors pointing to a conspiracy, including the inexplicable disappearance of the

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black box, autopsy evidence
arbitrarily destroyed, the failure to
acknowledge reports of Taliban
infiltration into the Afghan military,
and the Taliban's vengeful
campaign of targeting SEAL Team
Six after U.S. government officials

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revealed that the elite fighting unit was responsible for killing Bin Laden. Were the seven Afghani soldiers aboard that helicopter really undercover Taliban who either maneuvered the chopper within easy range of being shot down or blew it

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up from within? Through a serious examination of the evidence, and the lack thereof, Brown tackles the issues of the case as only an experienced military prosecutor can.

USAF Lieutenant Colonel Court
Bannister, Special Forces Colonel

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Wolf Lochert, and USAF Captain
Toby Parker face the ultimate test of
their courage and skills during the
Vietnam War

My Epic Journey as a Combat
Helicopter Pilot in Iraq and
Afghanistan

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The Flight

Inside The Air Force Special
Operations Command
U.S. Air Force Special Forces
Paratrooper, Green Beret, Fighter
Pilot
Special Duties Pilot

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Exocet Falklands

This book isn't primarily about relationships. There's no romance involved--not even any close friendships. It's mostly about flying machines and their missions. But people are

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important. After all, pilots fly the machines. There are a lot of characters here that aviation buffs will immediately recognize: Lots of record-setting test pilots, and even some astronauts. Older non-buffs will also see

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familiar names: an aviation legend, first-ever moon walkers, a couple of popular entertainers, a famous TV-news anchor and even two former presidential candidates. Watch closely, some of them just flash past. Airplanes

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star in this tale. None of them were perfect, but many of them excelled performing their assigned tasks. North American Aircraft's F-86F was a beautiful machine. But it was also a breathtakingly-good MiG killer.

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Because of its fine flying qualities, it was fun to fly--a sports car among sedans. Fairchild/Chase Aircraft's C-123B was an outstanding assault transport. It was almost perfect for its mission in Vietnam, but it

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could be a real handful for any pilot to fly. I have lots of "favorite" airplanes, but Douglas' A-1H Skyraider stands out. There has never been a better attack fighter in terms of accuracy in iron-bomb delivery, weapons load-

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carrying ability or endurance.

Lockheed's F-104A or C models were many pilot's dream machines. Their luster dimmed somewhat for me after I flew them. But they were certainly suitable for training Test Pilot

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School students to perform zooms and shuttle-aircraft type approaches and landings. I'll stop with these four. There's much more on airplanes inside--about 192,000 words worth. That's a lot to slog through

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and you may find some parts too technical or too detailed. Ignore them. There are also many numbers, but most aren't important. Browse for good stuff. If you want more info on some airplane, Google her up.

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Profiles more than seventy careers in the American armed forces, including salaries, skills and requirements, advancement, unions, associations, and more. This eBook edition of "Weapon of Choice: The Operations of

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U.S. Army Special Forces in
Afghanistan" has been formatted
to the highest digital standards
and adjusted for readability on all
devices. "Weapon of Choice"
presents a history of the U.S.
Army special operations forces in

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Afghanistan from 11 September 2001 to 15 May 2002, during America's global war on terrorism. The purpose of the book is not to resolve Army special operations doctrinal issues, to clarify or update

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military definitions, or to be the "definitive" history of the continuing unconventional war in Afghanistan. The purpose is to demonstrate how the war to drive the Taliban from power, help Afghan people, and assist

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the Afghan Interim Authority (AIA) rebuild the country afterward was successfully accomplished by majors, captains, warrant officers, and sergeants on tactical teams and aircrews at the lowest levels.

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Contents: Prelude to Terror
Awakening the Giant "Subdue
Without Fighting" Developing the
SOF Campaign Top Draft
Choices Committed to Middle
East Exercises Civil Affairs to
Islamabad, Pakistan Site

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Coordination With the Uzbeks at
Karshi Kanabad Uncorking the
Bottled Airlift Toppling the
Taliban in Afghanistan, 19
October-7 December 2001
Jumping Into the Dark Showing
American Power "Look, We

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Have to Get the Special Forces
Teams Into Afghanistan!" On
Horseback With Dostum A
"Bump" and Missiles in the
Abyss 500 Afghans Can Die, But
Not One American Can Be
Injured Al-Qaeda Uprising—Qala-i-

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Jangi The Karzai Way to
Kandahar The Campaign in
Transition, 8 December 2001-28
February 2002 Old Glory Flies
Again in Kabul Taking Down al-
Qaeda at the Mir Wais Hospital
Politics, War, and Rapport End

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of Mission—Aerial Resupply in
Afghanistan The New War
Entering the Valley D-Day
ANACONDA From the Viewpoint
of Force Multipliers "Good
Morrning, Afghannnnistan"
Driving the Taliban From Power

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Transition and Combat
Operations

Nicknamed "Mini-Man" for his
diminutive stature, a mere five-
foot-three and 125 pounds in his
flight boots, chopper pilot Ron
Alexander proved to be a giant in

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the eyes of the men he rescued from the jungles and paddies of Vietnam. With an unswerving concern for every American soldier trapped by enemy fire, and a fearlessness that became legendary, Ron Alexander

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earned enough official praise to become the second most decorated helicopter pilot of the Vietnam era. Yet, for Ron, the real reward came from plucking his fellow soldiers from harm's way, giving them another chance

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to get home alive. In Taking Fire, Alexander and acclaimed military writer Charles Sasser transport you right into the cramped cockpit of a Huey on patrol, offering a bird's eye view of the Vietnam conflict. Packed with

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riveting action and gritty "you-are-there" dialogue, this outstanding book celebrates the everyday heroism of the chopper pilots of Vietnam.

Danger Close

A Vietnam Helicopter Pilot's War

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Story

MiG Pilot Survival

An Accidental Helicopter Pilot in
Vietnam and Beyond

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

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Apollo's Warriors

Da Nang Diary

The helicopter changed war forever. This book examines the range of duties helicopter pilots carried out in Vietnam, from air-lift,

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***med-evac and fire-support
to landing in high volume
crossfires in 'Hot LZs'.
Protected by little more
than an armoured seat,
operating in terrible
conditions and flying long***

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***hours these brave men led
hard, dangerous lives, and
casualties were high.
Following these pilots from
initial deployment through
to the deadly thrill of
combat in a war zone,***

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Vietnam veteran Gordon L Rottman's book is a crucial examination of the pilots who fought so valiantly for their country. Often unmoved by the politics of the war, conflicts at home

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***and other social issues, the
Vietnam helicopter pilots
just wanted to fly. As the
saying went 'who needs
drugs, I'm already high'.
An instructor pilot who
served in the U.S. Air Force's***

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***Special Operations Group
describes his missions from
the early days of helicopter
rescue to the hostage
rescue attempt in Iran, a
career that included
experiences in Serbia,***

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***Bosnia, Kosovo, Somalia,
and the Gulf War. Reprint.
Siberia - infamous for its
brutal winters, and larger
than the entire United
States - is not the only
wilderness within the former***

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***Soviet Union. Harsh
southern deserts, arctic
islands, disputed border
regions, and minority
populations beligerent
towards the their present
government are spread all***

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***across the gigantic nation.
Flying over Russia presents
risks few other aircrews in
time of peace must face.
And while Russian combat
aircraft are world renowned
for their reliable***

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***performance, what happens
when something does go
wrong? Given their
exceptional egress systems -
odds are the pilot will eject
safely, but how does he
survive and advance under***

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***such potentially dire
circumstances? MiG Pilot
Survival: Russian Aircrew
Survival Equipment and
Instruction explores the
components and details of
Russian survival science***

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***with color photographs, in
depth descriptions, and a
full translation of the exact
manual - with original
illustrations intact - as used
by Russian aircrews in time
of crisis, Alan R. Wise is a***

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***consultant, writer, and
photographer who has done
work for the Department of
Defense, Department of
State, U.S. Army, U.S. Air
Force, U.S. Air Force
Museum, and the Kansas***

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***Cosmosphere and Space
Center. He has served as a
military advisor and has
written numerous articles
for magazines such as
National Defense, Journal of
Defense and Diplomacy,***

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***Armor, and Behind the
Lines: The Journal of Special
Operations. He is also the
coauthor with Michael S.
Breuninger of Jet Age Flight
Helmets (see page 5 of this
catalog). He resides in***

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***Middletown, Ohio and is an
experienced collector
specializing in flight gear,
survival and special
operations equipment, and
military vehicles.***

It was 1950, the converted

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***LSI was plowing the waters
of the Pacific, heading
towards Korea, when Robert
Baker, an enlisted man
aboard the ship, was
summoned by a Chief Petty
Officer to deliver messages***

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***to the Signal Officer in the
ships ward room. And, it was
a moment of truth for Baker.
When ushered into the ships
ward room Robert became
painfully aware that he had
somehow been assigned to***

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***the wrong part of the ship.
The officer's, that he was
only hazily aware of during
his day to day duties, were
actually sitting at tables
covered with linen table
clothes, drinking their coffee***

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from china cups while being served by a Philippine stewards mate. Baker, on the other hand, was eating off of a tin tray, one deck below and under very different circumstances.

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Different enough, that he decided to change his circumstances, for the better. That afternoon, Baker submitted his application for flight training with the U.S. Navy.

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He had always wanted to fly anyway. Baker had actually logged four or five hours a couple of years earlier during his assignment at the Naval Air Station in Jacksonville Florida. He had

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***only quit then because he
could no longer afford it.
After a lot of pain, blood and
about ten days in the
hospital wearing a kotex
under his nose, he was
finished with all the***

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formalities. Now, it was just a question of waiting for the orders to arrive. The U.S. Navy, like any other military organization moves slowly. In this case, they didn't move fast enough. After

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months of waiting, with no answer to the application, frustration set in, along with the end of his enlistment in the Navy. Not easily deterred, Baker felt it was the Navy's loss and some

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***other service's gain.
The True Story of a
Decorated Chopper Pilot***

***Weapon of Choice: The
Operations of U.S. Army
Special Forces in***

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Afghanistan

Above the Best

**Charles Lindbergh's Daring
and Immortal 1927**

Transatlantic Crossing

Black Cat 2-1

Flying Through Midnight

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

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***selfless courage. Now former army
warrant officer Tom Marshall of the
Phoenix, C Company, 158th
Aviation Battalion, 101st Airborne,
captures the deadly mountain
terrain, the long hours flown under
enormous stress, the grim
determination of hardened pilots***

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combat-assaulting through walls of anti-aircraft fire, the pickups amid exploding mortar shells and hails of AK fire, the nerve-racking string extractions of SOG teams from North Vietnam. . . . And, through it all, the rising tension as helicopter pilots and crews are lost at an

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accelerating pace. It is no coincidence that the Phoenix was one of the most highly decorated assault helicopter units in I Corps. For as the American departure accelerated and the enemy added new, more powerful anti-aircraft weapons, the helicopter pilots, crew

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chiefs, and gunners paid the heavy price of withdrawal in blood. For more than 30 Percent of Tom Marshall's 130 helicopter-school classmates, the price of exit was their lives. . . .

Jerry Thigpen's study on the history of the Combat Talon is the first

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effort to tell the story of this wonderfully capable machine. This weapons system has performed virtually every imaginable tactical event in the spectrum of conflict and by any measure is the most versatile C-130 derivative ever produced. First modified and sent

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***to Southeast Asia (SEA) in 1966 to
replace theater unconventional
warfare (UW) assets that were
limited in both lift capability and
speed the Talon I quickly adapted to
theater UW tasking including
infiltration and resupply and
psychological warfare operations***

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into North Vietnam. After spending four years in SEA and maturing into a highly respected UW weapons system the Joint Chief of Staff (JCS) chose the Combat Talon to lead the night low-level raid on the North Vietnamese prison camp at Son Tay. Despite the outcome of

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the operation the Talon I cemented its reputation as the weapons system of choice for long-range clandestine operations. In the period following the Vietnam War United States Air Force (USAF) special operations gradually lost its political and financial support

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which was graphically demonstrated in the failed Desert One mission into Iran. Thanks to congressional supporters like Earl Hutto of Florida and Dan Daniel of Virginia funds for aircraft upgrades and military construction projects materialized to meet the ever-

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*increasing threat to our nation.
Under the leadership of such
committed hard-driven officers as
Brenci Uttaro Ferkes Meller and
Thigpen the crew force became the
most disciplined in our Air Force. It
was capable of penetrating hostile
airspace at night in a low-level*

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***mountainous environment covertly
to execute any number of
unconventional warfare missions.
Presenting a fascinating insider's
view of U.S.A.F. special operations,
this volume brings to life the critical
contributions these forces have
made to the exercise of air & space***

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power. Focusing in particular on the period between the Korean War & the Indochina wars of 1950-1979, the accounts of numerous missions are profusely illustrated with photos & maps. Includes a discussion of AF operations in Europe during WWII, as well as profiles of Air

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Commandos who performed above & beyond the call of duty. Reflects on the need for financial & political support for restoration of the forces. Bibliography. Extensive photos & maps. Charts & tables. Get inside the cockpit with Dan Hampton, the military's most

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decorated F-16 pilot, in this enhanced e-book edition of Viper Pilot. Exclusive to this edition are 11 video interviews, where Hampton talks candidly about his time as a Wild Weasel and about the fighter jet that kept him alive through so many dangerous skirmishes. In

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addition, an interactive “first-person” cockpit diagram lets you get deeper into the action, providing a visual companion to the book that leaves you feeling like you’re sitting in the iconic F-16 itself. 151 combat missions 21 hard kills on surface-to-air-missile sites 4

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***Distinguished Flying Crosses with
Valor 1 Purple Heart Sure to rank as
one of the greatest aviation
memoirs ever written, Viper Pilot is
an Air Force legend's thrilling
eyewitness account of modern air
warfare. From 1986 to 2006, Lt. Col.
Dan Hampton was a leading***

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member of the Wild Weasels, the elite Air Force fighter squadrons whose mission is recognized as the most dangerous job in modern air combat. Weasels are the first planes sent into a war zone, flying deep behind enemy lines purposely seeking to draw fire from surface-to-

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air missiles and artillery. They must skillfully evade being shot down—and then return to destroy the threats, thereby making the skies safe for everyone else to follow. Today these vital missions are more hazardous than direct air-to-air engagement with enemy

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aircraft. Hampton's record number of strikes on high-value targets make him the most lethal F-16 Wild Weasel pilot in American history. This is his remarkable story. Taught to fly at an early age by his father, Hampton logged twenty years and 608 combat hours in the world's

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***most iconic fighter jet: the F-16
"Fighting Falcon," or "Viper" as its
pilots call it. Hampton spearheaded
the 2003 invasion of Iraq, leading
the first flight of fighters over the
border en route to strike Baghdad.
In the war that followed, he engaged
in a series of brilliantly executed***

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missions that earned him three Distinguished Flying Crosses with Valor; he notably saved a U.S. Marine unit from certain death by taking out the surrounding enemy forces near Nasiriyah. Two years earlier, on 9/11, Hampton's father was inside the Pentagon when it

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was attacked; with his dad's fate unknown, Hampton was scrambled into American skies and given the unprecedented orders to shoot down any unidentified aircraft. Hampton also flew critical missions in the first Gulf War, served on the Air Combat Command staff during

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the Kosovo War, and was injured in the 1996 Khobar Towers terrorist attack. With manned missions rapidly giving way to remote-controlled UAV drones, Viper Pilot may be the last memoir by a true hero of the skies. Gripping and irreverently humorous, it is an

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unforgettable look into the closed world of fighter pilots and modern air combat. Please note that due to the large file size of these special features this enhanced e-book may take longer to download than a standard e-book.

Special Ops, Helicopter Support,

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***SEAL Team Six, and the Deadliest
Day of the U.S. War in Afghanistan
Air Commando***

The Final Mission of Extortion 17

US Helicopter Pilot in Vietnam

Chariots of the Damned

The True Story of a Vietnam

Helicopter Pilot and His Crew

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Silent Echoes

Introduces the United
States Air Force's
Special Operations Wings
including their history,
development, missions,
specific jobs of crew

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members, and equipment.

In this thoughtful guide to dealing with life's challenges, Dean Rush offers wise, spiritual counsel to men, women, and families facing

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dramatic and often
unexpected change in
their lives. If you are
dealing with job loss,
divorce or other
personal and family
crises, **Flying Free**

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**offers valuable lessons
and provides a “flight
plan” for success that
will guide you through
the most formidable of
life's tests. After a
distinguished career as**

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a pilot during the
Vietnam conflict and a
subsequent successful
career in aviation, Dean
dealt with a series of
his own challenges that
he successfully faced

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with sound principles
and unwavering faith.

Marked by deep
understanding, empathy
and a strong foundation
of scripture, these
principles provide a

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clear map to the great
rewards that can come in
the midst of change. •

Never give up!

Challenges can bring
great rewards! • Faith
and family are two

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things that money can't
buy. • Problem solving
doesn't have to be
difficult. • In the midst
of a storm...use faith. •
Change is your reward,
NOT your punishment. •

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Great opportunities can
come from life's
problems. • A forced
change may put you
exactly where you should
have been all along. •
Worry is a waste of life

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time. Join Dean on a
journey toward the
rewards of faith, love
and recovery.

"A memoir of active
combat by an elite
female helicopter pilot

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stationed in Iraq and
Afghanistan vividly
describes her division's
high-risk battles and
the ways they were
challenged to perform
under extreme duress,

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sharing additional
insights into her
experiences as a woman
in a male-dominated
unit, "--NovelList.

From the New York Times
bestselling authors of

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In the Company of Heroes
comes a thrilling
account of military
aviation for history
buffs and “for those who
love vivid tales of
battlefield heroics”

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(Publishers Weekly). In the world of covert warfare, Special Operations pilots are notoriously close-lipped about what they do. They don't talk about their

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missions to anyone
outside their small
community. But now,
Michael J. Durant and
Steven Hartov shed
fascinating light on the
mysterious elite

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commandos known as SOAR
(Special Operations
Aviation Regiment) and
take readers into a
shadowy world of combat
they have only imagined.
Russian Aircrew Survival

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Equipment and
Instruction
Life After Crisis
Surprised at Being Alive
Wolf Pack
A True Story of
Helicopter Pilots in

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Vietnam

Flying Free

Price of Exit

Rattler One-Seven puts you in the helicopter seat, to see the war in Vietnam through the eyes of an inexperienced pilot as he

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transforms himself into a seasoned combat veteran. At the age of twenty, Chuck Gross spent his 1970-71 tour with the 71st Assault Helicopter Company flying UH-1 Huey helicopters. He inserted special

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operations teams into Laos and participated in Lam Son 719, a misbegotten attempt to assault and cut the Ho Chi Minh Trail, during which his helicopter was shot down and he was stranded in the field.

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Reaper pilot, Brent Parker, receives an execute order to kill the number one terrorist on the U.S. High Value Target list. With the CIA declaring open season on terrorist around the world, the aftermath places him in the cross

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hairs of the Iranian IRGC. After a U.S. Navy strike, Parker soon becomes a target by his own government when he is unable to stop insurgents from taking anti-aircraft missiles from a destroyed Benghazi Military Compound.

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Now an F/A-18 fighter has been shot down over hostile ISIS territory and a government conspiracy mounts to hide an international scandal that involves an execute order against an American aviator.

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When a Special Forces team is sent on a suicide mission to eliminate the Navy pilot before he becomes captured, Parker is forced to make a tough decision that will cost him his freedom. With a government conspiracy

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closing in and a Quds agent hunting him down, his past propels him to escape the confines of his prison and become the hunter against those who seek to destroy him.

Execute Order is an International

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thriller written within the technical sophistication of Tom Clancy and the precision marksmanship of Vince Flynn novels. Spanning the dark mafia underworld of Las Vegas to the murky Special Operation battlegrounds of the

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Middle East—this novel does not stop until the very last page. Humorous, compassionate, and tragic day-to-day experiences of a transport pilot in combat during the Vietnam War—from carrying troops into combat to ferrying

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cows and chickens. Heart-stopping risk mixed with incidents of human compassion, history, sorrow, and lessons for life in a Christian pilot's experiences.

"GRIPPING. ... AN HOUR-BY-

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HOUR ACCOUNT." — WALL
STREET JOURNAL • From one
of the most decorated pilots in
Air Force history comes a
masterful account of Lindbergh's
death-defying nonstop
transatlantic flight in Spirit of St.

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Louis On the rainy morning of May 20, 1927, a little-known American pilot named Charles A. Lindbergh climbed into his single-engine monoplane, Spirit of St. Louis, and prepared to take off from a small airfield on Long

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Island, New York. Despite his inexperience—the twenty-five-year-old Lindbergh had never before flown over open water—he was determined to win the \$25,000 Orteig Prize promised since 1919 to the first pilot to fly

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nonstop between New York and Paris, a terrifying adventure that had already claimed six men's lives. Ahead of him lay a 3,600-mile solo journey across the vast north Atlantic and into the unknown; his survival rested

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on his skill, courage, and an unassuming little aircraft with no front window. Only 500 people showed up to see him off. Thirty-three and a half hours later, a crowd of more than 100,000 mobbed Spirit as the audacious

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young American touched down in Paris, having achieved the seemingly impossible. Overnight, as he navigated by the stars through storms across the featureless ocean, news of his attempt had circled the globe,

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making him an international
celebrity by the time he reached
Europe. He returned to the
United States a national hero,
feted with ticker-tape parades
that drew millions, bestowed
every possible award from the

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Medal of Honor to Time's "Man of the Year" (the first to be so named), commemorated on a U.S. postage stamp within months, and celebrated as the embodiment of the twentieth century and America's place in

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it. Acclaimed aviation historian Dan Hampton's *The Flight* is a long-overdue, flyer's-eye narrative of Lindbergh's legendary journey. A decorated fighter pilot who flew more than 150 combat missions in an F-16

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and made numerous transatlantic crossings, Hampton draws on his unique perspective to bring alive the danger, uncertainty, and heroic accomplishment of Lindbergh's crossing. Hampton's deeply

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researched telling also
incorporates a trove of primary
sources, including Lindbergh's
own personal diary and writings,
as well as family letters and
untapped aviation archives that
fill out this legendary story as

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never before.

The Shoot-Down of SEAL Team
Six

Bou Pilot

Special Forces Pilot

Call Sign Extortion 17

Execute Order

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Rattler One-Seven

Training to Fly - Military Flight
Training 1907-1945

Catkiller 3-2 provides
unique insights into the
role of the tactical air
controller, airborne (TACA)

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in I Corps as seen through the eyes of one of the pilots who flew low-flying, unarmed, single-engine aircraft in support of Marine ground units during the Vietnam War. When Gen. William Westmoreland changed

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the Marines' role in I Corps into a combat one, the Marines found themselves in need of more fixed wing aircraft to handle the TACA missions. The advance party of the Army's 220th Reconnaissance Aircraft

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Company (RAC) arrived in Vietnam in late June 1965 thinking they were going to be assigned to III Corps Tactical Zone. However, because of the shortage of existing Marine Birddogs, the 220th was immediately

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reassigned to I Corps and came under the operational control of the Marines. No other work details the tactics, restrictions, aerial maneuvers, and dangers experienced by the Army pilots and Marine

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aerial observers flying these missions. As young lieutenants and captains, they had at their beck and call as much authority to request and control artillery and air strikes as ground commanders of much

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higher rank. Raymond G. Caryl provides unrivaled examples of the cultural mores, attitudes, and recreational activity of these young pilots and observers supporting the ground forces.

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Sometimes you do everything right, but it just isn't your day. A part fails and your helicopter comes apart in flight, or, another aircraft runs into you and the pieces of both fall to the ground below, or the

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enemy gunner pulls the trigger at just the right moment and his rounds find your aircraft in exactly the right spot to take it out of the sky. Whichever way it happens, it wasn't your day. Which is why, after 24 years

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and over 5,000 flight hours with four armed services, Major Robert Curtis was so surprised at being alive when he passed his retirement physical.

Starting with enlisting in the Army to fly helicopters

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during Vietnam, and continuing on through service with the National Guard, Marine Corps and Royal Navy, he flew eight different helicoptersÑfrom the wooden-bladed OH-13E, through the Chinook,

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SeaKnight and SeaKing, in war and peace around the world. During that time over 50 of his friends died in crashes, both in combat and in accidents, but somehow his skill, and not an inconsiderable amount of

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luck and superstition, saw him through. His flying career began with a misbegotten strategy for beating the draft by enlisting. With the Vietnam War raging full blast in 1968 the draft was

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inevitable, so he wanted to at least get some small measure of control of his future. Although he had no thought of flying when he walked into the recruiting office, he walked out signed up to be a helicopter pilot.

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What he did not know was that 43% of all the aircraft sent to Vietnam were destroyed in combat or accidents. Soon he was in the thick of the war, flying Chinooks with the 101st Airborne. After Vietnam he

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left the Army, but kept flying in the National Guard while going to college. He was accepted at two law schools, but flying is addictive, so he instead enlisted in the USMC to fly some more. Over the next 17

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years he would fly around the world off US and British ships from Egypt to Norway and all points in between. His engaging story will be a delight to all aviation enthusiasts.

Captain David Barfield

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prepares for a short notice deployment of a composite Air Force squadron to Vietnam. The news is unsettling because of the present hurdles encountered with his marriage. He must leave at a time when he

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knows it could be
devastating to his
relationship with Leslie and
their future. The deployment
gets off to a rocky start
with his immediate encounter
with the mission planning by
the Operations Officer and

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the Commanding Officer. He tries to maintain a loyalty to this quickly formed unit and relies heavily on his co-pilot and friend, Zack Williams. David's newly formed crew and "B" flight undergo the metamorphous of

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personality adjustments.

Bonded quickly by the rigors of the mission and the requirements of Lieutenant Colonel Norwood, they become a cohesive group. After flying half-way around the world, the squadron lands at

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DaNang, Vietnam, and are assigned operationally to the First Air Commando Group. The living is harsh, with eight Officers to a tent, and only the rudiments of human conveniences. The mission assignments require

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maximum flying skill in the mountainous regions of the I Corps area, as they support the Special Forces. Their are stringent and ridiculous requirements, established by the Squadron Commander, has a drastic effect upon morale

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in the unit. His puppet
Operations Officer does
nothing to alleviate the
oppressive requirements or
the missions which place the
crews in harms way daily.
The story is a study in the
dynamics of personalities

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engaged in war and rebellion. After the loss of a crew from David's flight to hostile fire, he rebels against the Colonels egotistic requirements. His flight, loyal to David, also begin to defy the system and

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the chain of command. This only places 'B" flight in the position of being assigned the most hazardous missions. This comes to a head as David accuses the Commanding Officer of the deaths in the unit. He knows

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there will be retribution from this dangerous man who is devoid of integrity. David writes Leslie that there is hope for their marriage and she indicates she agrees. The letters keep the ties and love together

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during this six-month deployment. Zack Williams, faces his own conundrums of life. His father, from whom he is estranged, has cancer with only a few months to live. He tries to sort his life and the love he left

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behind, realizing he will resign his commission as soon as they get back to the States. David is goaded into a dangerous mission by Colonel Norwood that has severe consequences. The mission haunts David, even

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after returning to the States. Here he must recuperate his body, his spirit, and his marriage. The conflict requires difficult decisions about his future. The resolutions changes his life.

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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

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three un-tabulated special forces operations, PLUM DUFF, MIKADO and KETTLEDRUM, that were tasked to destroy Argentina's Exocet missiles during the 1982 Falkland's campaign. Interviews with the SAS officer commanding

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Operation PLUM DUFF, members of the reconnaissance patrol for Operation MIKADO, plus the navigator of the helicopter that flew eight troopers into Tierra del Fuego, has allowed the author to describe the

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tortuous events that led, instead, to a significant survival story. The RAF pilots ordered to conduct an "assault-landing" of two Hercules onto Rio Grande air base during Operation MIKADO have spoken of the

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extraordinary procedures they developed: so have the commander of the SBS and the captain of the British submarine involved in Operation KETTLEDRUM. The Super Étendard pilots who sank HMS Sheffield and MV

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Atlantic Conveyor and then "attacked" HMS Invincible, plus a key member of the Argentine special forces and the brigadier defending Rio Grande, add credence, depth and gravitas to the saga: as does an equally revealing

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interview with the SIS (MI6) officer who led the world-wide search for Exocets on the black market. Disturbing over-confidence by commanders at home was finely counter-balanced by stirring accounts of

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inspiring physical and moral courage across the South Atlantic. Exocet Falklands is a ground-breaking work of investigative military history from which many salutary lessons can be learned. "Between politics,

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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

Catkiller 3-2

Taking Fire

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MEMOIR: DYNAMITE, CHECK SIX
Career Opportunities in the
Armed Forces
Helicopter Special
Operations from Vietnam to
Kosovo
A Memoir of Air Combat
Storm Flight

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On August 6, 2011, a U.S. Army CH-47D Chinook helicopter approached a landing zone in Afghanistan 40 miles southwest of Kabul. The helicopter, call sign Extortion 17, was on a mission to reinforce American and coalition special operations troops. It would

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never return. Insurgents fired at the Chinook, severed one of its rear rotor blades, and brought it crashing to the ground. All 38 onboard perished instantly in the single greatest moment of sacrifice for Americans in the war in Afghanistan. Those killed were some of the U.S.'s most highly

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trained and battle-honed commandos, including 15 men from the Gold Squadron of the Naval Special Warfare Development Group, known popularly as SEAL Team 6, which had raided a Pakistan compound and killed Osama bin Laden just three months earlier. The

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downing of Extortion 17 spurred a number of conspiracy theories, such as the idea that the shutdown was revenge for bin Laden's death. In The Final Mission of Extortion 17, Ed Darack debunks this theory and others and uncovers the truth behind this mysterious tragedy. His account

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of the brave pilots, crew, and passengers of Extortion 17 and the events of that fateful day is interwoven into a rich, complex narrative that also discusses modern joint combat operations, the history of the Afghan war to that date, U.S. helicopter use in Afghanistan, and the

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new and evolving military technologies and tactics being developed to mitigate such tragedies now and in the future. Amazon Best History Book of the Month - September 2017

From the seemingly endless hot, sweaty, often bloody infantry battles

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in Vietnam to high-altitude supersonic fighter engagements in the Middle East lasting only seconds, Steve Stevenson can mix two seeming disparate careers into one. Not appreciated nor welcomed home by a mis-informed American public, Steve and the Vietnam era troops

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performed every challenging task assigned. Many of the Vietnam era problems were corrected in Middle East conflicts twenty years later by senior leaders who fought as junior officers in Vietnam. Known by his Air Force call sign 'Grunt' in F-4s, he pushed the importance of and need

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for Close Air Support, to an extent that occasionally got him in trouble. Steve takes you into the life of young paratroopers in combat, into the mostly untold lives and actions of US Special Forces, into the rowdy squadrons and cramped cockpits of fighter pilots. Along the way, he

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preaches jointness and inter-service cooperation that is accepted by the ?boots on the ground?, but often opposed by the parochialism of senior leaders in all services. From the Vietnam War, Yom Kippur War, Turkish Invasion of Cyprus, Desert Storm to ?black? special ops, Steve

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volunteered for or was at the right place at the right time. He captures the comradeship, dedication, and loss of these warriors and their families, raucous parties and the heartbreak of friends lost. In every organization, Steve believes people are his greatest assets and rewards his

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troops, even when it may be unauthorized. But, higher headquarters will never know. Come along on the ride to look at clouds from both sides now, from up and down.'

The 281st AHC gun platoon named the "Wolf Pack" was the 3d platoon

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where a select and well-known platoon of professional helicopter pilots and crew flying the C-model Huey UH-1C known as the Charlie Model from 1965 through 1971 in Vietnam. These men were like the knights of old, going day after day in twos or threes, to hold the battlefield

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against all comers and to do battle in defense of the Fifth Special Forces and its long-range reconnaissance unit. Detachment B-52, Project Delta. Pilots and aircrews felt like they were invincible, 6 Feet Tall, bulletproof, and kin to the gun-slingers of the old west. Unfortunately, some made the

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ultimate sacrifice, others were wounded, and to this day, some still have to deal with that time. Indeed, the legacy of the 281st Wolf Pack is a story of a remarkable, unyielding spirit and uncompromisingly fierce defiance in the face of death with a determined enemy. This book is a

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work of respect and honor covering the life and times of the U.S. Army's first special operations helicopter company, the "Wolf Pack." As an element of the 281st Assault Helicopter Company, the Wolf Pack provided armed helicopter support for the special forces units in Vietnam,

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with emphasis on aerial weapons support for Project Delta and the MACV Recondo School, which was recognized as the deadliest school in the armed forces. This book contains the real-time stores of the men who flew and maintained the helicopters that operated under the banner; "Hell

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From Above." For the most part, these young men were fresh out of school and had been expeditiously trained to fly and maintain their helicopters. Few had previous combat experience. In performing one of the most dangerous missions of the war, these young men, proudly known as

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the "Wolf Pack," developed aerial gunnery and support skills that identified them as one of the top helicopter gun units of the war! This book tells their story and honors each of them. John "Jack" Mayhew was a major and the 281st AHC commander in 1967-68. He later retired as a

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colonel with more than 30 years of service. William McCollum was the NCOIC of flight operations in 1967-68. He later retired as a Sergeant First Class with more than 20 years of service Keywords - Vietnam, Army, Special Operations, Helicopter, 281st Assault, Wolf Pack, Pilots, Aircrew,

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Special Forces, Platoon, Sacrifice
For as long as I can remember, I
always wanted to be a pilot, and
when I first saw F-80 fighter jets
making practice gunnery passes on a
firefighting training tower in
Anchorage, Alaska, I knew I had to
become a fighter pilot. This

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experience happened when I was 12 years of age and during the period of the Korean War. Seventeen years later I was invited to join the Oregon Air National and informed that I was going to become a fighter pilot in the 123rd Fighter Interceptor Squadron, in Portland, Oregon. The squadron is

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known as the "Redhawks," My journey in this chapter of my life began in Miles City, Montana, the place of my birth. Miles City bills itself as "The Cow Capital of the West", holds an annual bucking horse sale in May of each year, and was the only American city in the contiguous

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United States to be bombed during World War II. That feat was accomplished by our own U.S. Army Air Corps. On both sides of my family, my grandparents were ranchers and farmers, and the hired workers on the ranch were trustees from the Miles City jail, reform school teenagers, and

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German POWs. I spent summers in the country and rode a full-size horse at the age of five. I didn't ride a bicycle, however, until the age of eight when my family moved west to Portland, Oregon. Circumstances in my life, extending into early adulthood, generated a host of highly

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unusual real-life stories, ranging from the humorous to the tragic, several of which were woven into the fabric of then-current events that made their mark in history. The interesting people I came into contact with during these events contributed significantly to the richness of the

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experiences. A divorce and remarriages by both of my parents sent my already active early life into a tumultuous spin. In eight grades of schooling, I attended six different elementary schools in three different states plus the Territory of Alaska. Although we were settled for my

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years in high school and college, those disruptive moves created a restlessness within me that made it a challenge at times to remain focused on my studies. My selection as the University's Air Force ROTC Drill Team Commander and the program's Flight Indoctrination Program in which

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I received my Private Pilot License, imbued me with the direction and confidence I needed to successfully complete Air Force pilot training which I did in South Georgia. My first assignment after pilot training was as a T-33 jet pilot training instructor in Texas. The T-33 was the trainer

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version of the Korean War vintage F-80. In meeting my “need for speed”, I later converted as an instructor into the supersonic T-38 trainer. After four years of instructing basic flight training, I was reassigned to Korea as a Forward Air Controller and became the Air Division’s T-33

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flight program manager. When I completed this overseas tour, at the height of the Air War in Vietnam, I resigned from the Air Force and joined the Oregon Air National Guard. This started a new chapter in my life. Armed Forces Journal International The Untold Story of Special Forces

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Operations

*Story of a Man Torn Between Duty
and Conscience*

*An Army Pilot Flying for the Marines
in the Vietnam War*

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

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Pull the Chocks, I'm Launching

*The Praetorian STARShip : the untold
story of the Combat Talon*

THE NEW YORK TIMES

BESTSELLING MEMOIR OF

21ST-CENTURY AIR COMBAT,

BY "ONE OF THE MOST

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DECORATED PILOTS IN AIR
FORCE HISTORY" (NEW YORK
POST) 151 combat
missions 21 hard kills
on surface -to -air
missile sites 4
Distinguished Flying

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Crosses with Valor 1
Purple Heart First into
a war zone, flying
behind enemy lines to
purposely draw fire, the
wild weasels are elite
fighter squadrons with

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the most dangerous job
in the Air Force One of
the greatest aviation
memoirs ever written,
Viper Pilot is an Air
Force legend's thrilling
eyewitness account of

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modern air warfare. For
twenty years, Lieutenant
Colonel Dan Hampton was
a leading member of the
Wild Weasels, logging
608 combat hours in the
world's most iconic

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fighter jet: the F-16
"Fighting Falcon," or
"Viper." He spearheaded
the 2003 invasion of
Iraq, leading the first
flight of fighters over
the border en route to

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strike Baghdad. Earlier, on 9/11, Hampton's father was inside the Pentagon when it was attacked; with his dad's fate unknown, Hampton was scrambled into

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American skies and given the unprecedented orders to shoot down any unidentified aircraft.

Viper Pilot is an unforgettable look into the closed world of

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fighter pilots and
modern air combat.

"This moving memoir
about the gritty life of
a military helicopter
pilot fills a gap in the
genre of Vietnam

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literature.”—Foreword
Reviews In the Vietnam
War, 2,197 helicopter
pilots and 2,717 crew
members were killed.
Black Cat 2-1 is the
story of one pilot who

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made it home and the
valiant men he served
with who risked their
lives for the troops on
the ground. Bob Ford
invites readers into the
Huey helicopters he flew

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on more than 1,000
missions when he and his
men dared to protect and
rescue. For those whose
voices were silenced in
that faraway place or
who have never told

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their stories, he creates a tribute that reads like a thriller, captures the humor of men at war, and resounds with respect for those who served with honor.

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An Oklahoma Book Award
Finalist "Bob Ford's
account of his year in
the command seat of his
ship of salvation is a
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Assessing the Impact of
Future Operations on
Trainer Aircraft
Requirements

Special Operations Wings

*If there was ever a man who was born to
fly, it is John M. Billings. He took his*

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*first plane ride in 1926, began taking
piloting lessons in 1938, and joined the
US Army Air Force in July 1942. After
training he was assigned to fly
Consolidated B-24 Liberator long-range
bombers. He joined the 825th
Bombardment Squadron of the 484th
Bombardment Group. After flying fifteen*

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daylight strategic bombing missions, Billings was selected for assignment to the 885th Bombardment Squadron (Heavy) (Special). As its designation suggests, the 885th was no regular bombing unit. The 885th specialized in flying top secret, low-altitude missions at night in support of the clandestine

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operations of the OSS and the Special Operations Executive. The unit's covert missions included parachuting OSS and SOE agents and supplies deep inside German territory. The most eventful and dangerous of Billings' thirty-nine secret missions with the 885th was his assignment in February 1945 to

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clandestinely insert a three-man OSS team, code-named Greenup, into Austria. The drop zone selected for the Greenup insertion was located on a glacier in a valley surrounded by mountains in the middle of the snow-covered Alps. Billings and his crew finally found the weather in the Alps clear enough to spot the drop

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zone, slip their unwieldy B-24 between the mountain peaks and descend to an altitude just a few hundred feet above the moonlit snow. On Billings' signal, the OSS agents parachuted right on target. The insertion of this OSS team was the inspiration for the feature film Inglorious Bastards. However, Brad Pitt's vengeful

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character was far removed from the leader of the Greenup team, Fred Mayer, who achieved success by infiltrating enemy ranks to gain vital intelligence. After the war, John Billings flew with Trans World Airlines and Eastern Airlines. He also flew more than 300 'Angel Flight' airlift missions which

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involve the specialized aerial transportation of critically ill medical patients. This is one man's story of a remarkable lifetime of flying, both in peace and in war.

A Royal Navy helicopter pilot's firsthand account of British Special Forces operations in the Falklands Islands and a

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failed raid on mainland Argentina. In 1982, Argentina's invasion of the Falkland Islands initiated an undeclared war with the United Kingdom. During the ten-week conflict, Colonel Richard Hutchings served as a commando helicopter pilot with 846 Naval Air Squadron flying Sea King helicopters.

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Though the sensitive nature of his experiences prevented him from telling his story for decades, Hutchings now provides a firsthand chronicle of the Falklands War, offering fascinating insight into the conduct of operations there. Colonel Hutchings was charged with transporting Special Force units

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onto the enemy occupied islands, either to gather intelligence or conduct offensive operations, including the Special Air Service's successful Pebble Island raid and its ill-fated raid on mainland Argentina. That raid, known as Operation MIKADO, has been little discussed. But as Captain of the Sea King

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involved, Hutchings gives an authoritative account of what went wrong both in the air and on the ground. He details the circumstances of his crash-landing, encounters with the Chilean authorities and British diplomats in Santiago, as well as the debriefing in an MI6 safe house on return to the UK

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