

Chapter 1 : US Marines Corps' F fighter jet poised for combat debut - CNNPolitics

WASHINGTON - A U.S. F stealth fighter jet was destroyed in a crash during training on Friday, officials said. The pilot safely ejected. The crash is the first of its kind for the troubled F.

O Wales blog to this page. So full power, wheels up, flap in by five, and plus 9. O Wales to this page. Plenty on here will be very interested Cliff. Finally accepted for consideration. F Padgate for exams including maths, geometry. Tests for colour blindness. Tunnel vision, night vision ,physical fitness etc. F would endeavour to obtain my release from the ministry of labour. In the meanwhile to join the A. C to learn signals. Six months later received letter I was now in the R. F VR on deferred service as an A. C 2 and given a silver V. Three months later instructed to report to Lords cricket ground where I remained in a "luxury flat" for a month. Six months at Torquay I. W previous subjects plus morse- radio and aldis- ,navigation, dinghy practice in the harbour, five mile cross country runs. Classes held in any vacant premises, miles apart, uphill and downhill at paces to the minute, and arms up to shoulder level Passed out L. C One month at Marshalls flying school,had to solo on tiger moth in under ten hours to qualify for further pilot training. Passed and posted to R. F Heaton Park A. C for one month ,with usual training subjects PHEW. This is my first attempt at this sort of thing and I may be flogging a dead horse so will submit this to see what happens. If there is interest, I will try to describe my career via Nova Scotia, Oklahoma. Gulf of Mexico and finally to Sqdn Hemswell. I might even tell the story of being retained on a court of enquiry pending court martial for low flying over a ladies college near Harrogate. C 2 to Warrant officer, and after "cessation of hostilities" how I remustered as W. Cliff Last edited by cliffnemo; 21st Jun at

Chapter 2 : United States Army Air Forces - Wikipedia

The stories from family members and the pilots themselves are truly touching. It makes you realize the brutality in which these young men lived and died. If you're a WWII Fighter Plane buff, then this is a must read.

By Gerry Nilles Introduction: The history of the P Lightning is well documented to say the least. Interestingly the P was the first all military aircraft to be design and build by Lockheed. Less than 10, had been built when production ended in August However the PF was the first version that truly obtained, what could be considered, full operational status. This extended range became a key factor when it came to deployment to the British Isles. Due to its design the Lightning took up a considerable amount of area. If shipped in quantity it would have used up much needed cargo space that could have been allotted to other essential war supplies. Also considering shipping losses to German U-boats at that time, Ps ending up at the bottom of the Atlantic probably would have been significant. So in the summer of the 1st and 14th Fighter Groups began to transition to the United Kingdom by pioneering what was called the North Atlantic route. This trip consisted of first flying from the U. The P squadrons making the trip flew in formation with several Bs that provided navigation. During that first summer a total of out of Ps successfully flew this route. As I noted above during the summer months of a total of Lockheed built fighters successfully transitioned from the U. The date was July 15th A group of six, factory fresh, PFs and two B navigational aircraft departed the West Coast of Greenland on the next leg of their trip east. Just prior to reaching Iceland the group ran into a massive storm. Their attempts to get above it almost ended in tragedy because of a combination of wing icing as well as pilot and crew hypothermia. As a result they decided to return to Greenland. As fate would have it the bad weather had also closed in behind them. Their luck however had not completely run out, and they did manage to break through the cloud cover over the Greenland ice cap. At this point the group decided that their one chance of survival was to put down on the glacier. A flyby was done and gave the impression that the surface was smooth as well as reasonably flat and hard. Brad McManus made the initial landing attempt wheels down. As it turned out the glacier was covered with a layer of soft snow and upon landing the P flipped over. McManus sustained only minor injuries. The rest of the group then proceeded to successfully do wheels up crash landings. Amazingly, there were no significant injuries to any of the 28 men aboard the eight aircraft involved. To this day, it is still the largest forced landing in Air Force history. Rescue of the stranded aviators occurred eleven days later. Their location, that was about ten miles below the Arctic Circle, was definitely remote. A rescue mission, of five U. Army Personnel, from the Angmagssalik Greenland weather station, finally reached them on July 26th. At this point, the aircraft were abandoned and the group safely returned to the weather station for transport back to their units. After the first winter, following the forced landings, the aircraft were never seen on the surface of the ice again. However, they certainly were not forgotten, and during the post WWII years a total of thirteen expeditions were mounted to try and relocate and recover them. Success finally came in the summer of after ten years of effort by one recovery group. As it turned out locating any of the lost squadron was a monumental task that required very specialized equipment. During the half-century, since they were abandon, it is estimated that the aircraft had moved over a mile from their original location because of glacier drift. But more surprisingly was the fact that the one P, they did locate, was now buried almost feet below the surface. Imagine the problems of having to go down through solid ice the height of a 27story building. But, that is exactly what this determined recovery team did. Finally on August 1st , after four month of supreme effort and the use of unique equipment to melt a four-foot diameter hole feet down through the glacier, the P was reached. The weight and pressure of the glacier ice had taken its toll on the plane, but it was all there. Although new at the time of the forced landing, much of the aircraft had been flattened and stressed because of the pressures of the ice. Determined to use as much of the original as possible, work began. Actually locating the balance of the now fifty plus year old, parts became the real challenge not to mention the expensive. But perseverance and dedication eventually paid off and on October 26th one of the most perfect war bird restoration ever accomplished, flew again. Museum, that is located at the Middlesboro airport. Make sure you review the instructions and part numbers carefully to avoid confusion. The kit contains ten trees,

including eight for the airframe assembly that are molded in light gray plastic, one for the clear parts, and one in black PVC for the tires. Sink marks are very minor if you find any at all. Construction is very straightforward starting with the cockpit assembly. Again make sure you are using the correct parts in that an early and late style radio deck, pilots control wheel and instrument hood are provided. Also extra care should be taken when removing the control wheel from the tree in that is very finely cast and fragile. According to every photo I have seen of early operational P cockpits, there is no hood covering the instrument panel. As a result I cut away most of the hood leaving that thin edge out from the area needed for the windscreen to rest on. Make sure to save the gun site that is attached to the back edge of the hood. Next, using the instrument panel decal B as a pattern, I cut out a backing plate of thin styrene card. This plate extends down from the lip to rest on the top of the switch box E9. Once the backing plate was cemented in place to piece F14 I painted it flat Black and added it to the fuselage assembly. I then attached the instrument panel decal to the backing plate. It is a snug fit but it works. The last thing I did was to reattach the gun site to the lip just blow the windscreen. The second mod I made was to drill out the radiator intakes on parts D22 and D After that I found the rest of the assembly be fairly logical and easy to follow. I did encounter a few areas where the fit is not that great especially where the engine booms attach to the wing. But with some filling and a little careful work including some re-scribing of panel lines they came out pretty good. The only other thing that I might mention has to do with the PVC tires. First, sometimes styrene has been known to slowly dissolve when it comes in direct contact with certain kinds of PVC. Now this might not be a problem with this kit but just to be safe I made sure that all surfaces of the wheel rims were completely painted prior to mounting the tires. Also, when comes to time to mount the tires I always warm them up with a hair dryer first. This makes them much more pliable and a lot easier to get onto the wheel rims. Speaking of painting I finished the model using Testors Model Masters enamels. The kit comes with markings for two PFs. The FS is probably best known as the squadron that downed Admiral Yamamoto. Also included on the sheet is every stencil that I think was ever used on a P Typical of Academy the decals are of good quality and registration. This Academy re-released may be slightly dated and although it has a few fit problems it is still nicely done and definitely makes into a very decent PF. Many thanks to Academy for supplying this sample kit.

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The Story of the Ho Flying wing designs were not an entirely new idea and had been used before in both gliders and powered aircraft. Despite the aerodynamic advantages, the lack of a tail tended to make fly wing aircraft prone to uncontrolled yaws and stalls. Northrop Grumman revealed this year it is developing a second flying wing stealth bomber, the B Raider, to succeed its B-2 Spirit. This first appeared in Walter Horten was an ace fighter pilot in the German Luftwaffe, having scored seven kills flying as wingman of the legendary Adolf Galland during the Battle of Britain. His brother Reimar was an airplane designer lacking a formal aeronautical education. In their youth, the pair had designed a series of innovative tail-less manned gliders. In , Luftwaffe chief Herman Goering laid out the so-called 3x specification for a plane that could fly one thousand kilometers an hour carrying one thousand kilograms of bombs with fuel enough to travel one thousand kilometers and back while still retaining a third of the fuel supply for use in combat. Such an airplane could strike targets in Britain while outrunning any fighters sent to intercept it. Clearly, the new turbojet engines Germany had developed would be required for an airplane to attain such high speeds. But jet engines burned through their fuel very quickly, making raids on more distant targets impossible. Such an airframe would require less engine power to attain higher speeds, and therefore consume less fuel. Flying wing designs were not an entirely new idea and had been used before in both gliders and powered aircraft. The Horten brothers were given the go-ahead to pursue the concept in August. They first built an unpowered glider known as the H. The V1 had long, thin swept wings made of plywood in order to save weight. Lacking a rudder or ailerons, the H. The elevons could be moved differentially to induce roll, or together in the same direction to change pitch, while the spoilers were used to induce yaw. Following successful tests of the V1 glider at Oranienberg on March , the subsequent V2 prototype was mounted with two Jumo B turbojet engines nestled to either side of a cockpit pod made of welded steel tubing. It also featured a primitive ejection seat and a drogue chute deployed while landing, while redesigned tricycle landing gear was installed to enable the plane to carry heavier loads. The first test flight occurred on February 2, The manta-shaped jet exhibited smooth handling and good stall resistance. The prototype even reportedly beat an Me jet fighter, equipped with the same Jumo engines, in a mock dogfight. Test pilot Erwin Ziller performed a number of turns and dives in an effort to restart the engine, before apparently passing out from the fumes and spiraling his plane into the ground, mortally wounding him. Regardless, Goering had already approved the production of forty flying wings, to be undertaken by the Gotha company, which mostly produced trainers and military gliders during World War II. The production planes were designated Ho s or Go s. Construction of four new prototypes numbered V3 through V6 was initiated, two of which would have been two-seat night fighters. However, the Ho never made it off the ground. When American troops of VIII Corps rolled into the factory at Friedrichroda, Germany in April , they found just the cockpit sections of the prototypes in various stages of development. A single pair of corresponding wings was found 75 miles away. The most complete of the four, the V3 prototype, was shipped back to the United States for study along with the wings, and can today be seen under restoration at the Udvar-Hazy Center of the United States Air and Space Museum in Chantilly, Virginia.

Chapter 4 : USAAF FIGHTER STORIES A NEW SELECTION

The US military's FB joint strike fighter conducted its first-ever airstrike in the last 24 hours, according to three US defense officials.

Biography of Robert S. Johnson Col, Robert S. We have lost another Great One. Johnson, an Eighth Air Force fighter pilot credited with shooting down 27 Luftwaffe aircraft in an month period, died in Tulsa, Oklahoma on Sunday, 27 December He was years old and lived in Lake Wylie, South Carolina. Johnson was born in Lawton, Oklahoma in When he was 8-years-old, his father took him to an air show at Post Field in nearby Fort Sill. He later said, "Then and there I changed my goal from cowboy to Army aviator. He was accepted into the aviation cadet program in December , completed training and was commissioned a Second Lieutenant in July The 56th Fighter Group, consisting of the 61st, 62d and 63d Fighter Squadrons, was alerted for overseas movement in December and sailed on the Queen Elizabeth on 6 January for England. It was credited with destroying The consisted of They approached undetected from astern and Zemke shot down one; opened fire on a second aircraft and saw hits on the wings before it dived away; and then found himself on the tail of a third FW which he shot down. But Johnson broke one of the cardinal rules of air combat, i. He attempted to bail out but could not get the canopy open so he headed back to England. Mayer had exhausted his cannon ammunition and began shooting up the P with machine gun fire. When Mayer ran out of ammunition, he pulled alongside, wagged his wings and peeled off. Johnson got his second victory on 19 August ; in October , he got three more making him an ace. In November , he got two and three in December making him a double ace. The year was a banner year for him; he got four in January, two in February and six in March. Bong shot down his 26th Japanese aircraft on 11 April After his 27th victory, Johnson was promoted to Major and transferred to the 62d Fighter Squadron as Operations Officer. He never flew another combat mission. Because of his record number of "kills," Johnson was ordered home for War Bond tours and departed England on 6 June He was reunited with his wife Barbara on his return and both he and his wife reported to the White House where they was greeted by President Franklin D. The day was topped off by having tea with Eleanor Roosevelt at the White House. Tied for second highest number of victories in the European Theater of Operations, and 2. He also worked for Republic Aviation as an executive for years and then worked in the insurance industry. Johnson wrote an autobiography, "Thunderbolt! Why worry about that?"

Chapter 5 : F fighter jet crashes in South Carolina, pilot ejects

Book Type: C By Ian Mclachlan. A new collection of compelling stories of the USAAF's fighter squadrons at war. Ian Mclachlan has spent many years researching a brand new collection of exciting United States Army Air Force fighter stories of the Second World War.

Creation[edit] Unity of command problems in the Air Corps[edit] The roots of the Army Air Forces arose in the formulation of theories of strategic bombing at the Air Corps Tactical School that gave new impetus to arguments for an independent air force, beginning with those espoused by Brig. Billy Mitchell that led to his later court-martial. Despite a perception of resistance and even obstruction then by the bureaucracy in the War Department General Staff WDGs , much of which was attributable to lack of funds, the Air Corps later made great strides in the s, both organizationally and in doctrine. A strategy stressing precision bombing of industrial targets by heavily armed, long-range bombers emerged, formulated by the men who would become its leaders. Since , control of aviation units had resided with commanders of the corps areas a peacetime ground forces administrative echelon , following the model established by commanding General John J. Pershing during World War I. Activation of GHQ Air Force represented a compromise between strategic airpower advocates and ground force commanders who demanded that the Air Corps mission remain tied to that of the land forces. Airpower advocates achieved a centralized control of air units under an air commander, while the WDGs divided authority within the air arm and assured a continuing policy of support of ground operations as its primary role. Lines of authority were difficult, at best, since GHQ Air Force controlled only operations of its combat units while the Air Corps was still responsible for doctrine, acquisition of aircraft, and training. Corps area commanders continued to exercise control over airfields and administration of personnel, and in the overseas departments, operational control of units as well. Andrews and Oscar Westover respectively, clashed philosophically over the direction in which the air arm was moving, exacerbating the difficulties. Marshall to request a reorganization study from Chief of the Air Corps Maj. Arnold resulting on 5 October in a proposal for creation of an air staff, unification of the air arm under one commander, and equality with the ground and supply forces. Marshall implemented a compromise that the Air Corps found entirely inadequate, naming Arnold as acting "Deputy Chief of Staff for Air" but rejecting all organizational points of his proposal. GHQ Air Force instead was assigned to the control of Army General Headquarters, although the latter was a training and not an operational component, when it was activated in November A division of the GHQ Air Force into four geographical air defense districts on 19 October was concurrent with the creation of air forces to defend Hawaii and the Panama Canal. The air districts were converted in March into numbered air forces with a subordinate organization of 54 groups. Marshall had come to the view that the air forces needed a "simpler system" and a unified command. Working with Arnold and Robert A. Lovett , recently appointed to the long-vacant position of Assistant Secretary of War for Air, he reached a consensus that quasi-autonomy for the air forces was preferable to immediate separation. The AAF gained the formal "Air Staff" long opposed by the General Staff, [n 3] and a single air commander, [10] but still did not have equal status with the Army ground forces, and air units continued to report through two chains of command. Soon after the Japanese attack on Pearl Harbor on 7 December , in recognition of importance of the role of the Army Air Forces, Arnold was given a seat on the Joint Chiefs of Staff , the planning staff that served as the focal point of American strategic planning during the war, in order that the United States would have an air representative in staff talks with their British counterparts on the Combined Chiefs. In effect the head of the AAF gained equality with Marshall. While this step was never officially recognized by the United States Navy , and was bitterly disputed behind the scenes at every opportunity, it nevertheless succeeded as a pragmatic foundation for the future separation of the Air Force. Yet the reforms were incomplete, subject to reversal with a change of mood at the War Department, and of dubious legality. Roosevelt with virtual carte blanche to reorganize the executive branch as he found necessary. The War Department issued Circular No. The former field activities operated under a "bureau" structure, with both policy and operating functions vested in staff-type officers who often exercised command and policy authority without responsibility for results, a

system held over from the Air Corps years. The concept of an "operating staff," or directorates, was modeled on the RAF system that had been much admired by the observer groups sent over in , and resulted from a desire to place experts in various aspects of military aviation into key positions of implementation. However functions often overlapped, communication and coordination between the divisions failed or was ignored, policy prerogatives were usurped by the directorates, and they became overburdened with detail, all contributing to the diversion of the directorates from their original purpose. The system of directorates in particular handicapped the developing operational training program see Combat units below , preventing establishment of an OTU command and having a tendency to micromanage because of the lack of centralized control. When this adjustment failed to resolve the problems, the system was scrapped and all functions combined into a single restructured air staff. The four main directorates and seventeen subordinate directorates the "operating staff" [32] were abolished as an unnecessary level of authority, and execution of policies was removed from the staffs to be assigned solely to field organizations along functional lines. In May , 88 per cent of officers serving in the Army Air Forces were commissioned in the Air Corps, while 82 per cent of enlisted members assigned to AAF units and bases had the Air Corps as their combat arm branch. An initial "group program", announced in April , called for 50, men. However, when war broke out in September the Air Corps still had only first-line combat aircraft and 76 bases, including 21 major installations and depots. Ralph Ingersoll wrote in late after visiting Britain that the "best American fighter planes already delivered to the British are used by them either as advanced trainers" or for fighting equally obsolete Italian planes in the Middle East. That is all they are good for. From the Air Corps of , with 20, men and 2, planes, to the nearly autonomous AAF of , with almost 2. Lovett, the Assistant Secretary of War for Air, together with Arnold, presided over an increase greater than for either the ground Army or the Navy, while at the same time dispatching combat air forces to the battlefronts. The need for an offensive strategy to defeat the Axis Powers required further enlargement and modernization of all the military services, including the new AAF. In addition, the invasion produced a new Lend lease partner in Russia, creating even greater demands on an already struggling American aircraft production. In addition to the development and manufacture of aircraft in massive numbers, the Army Air Forces had to establish a global logistics network to supply, maintain, and repair the huge force; recruit and train personnel; and sustain the health, welfare, and morale of its troops. The process was driven by the pace of aircraft production, not the training program, [42] and was ably aided by the direction of Lovett, who for all practical purposes became "Secretary of the Air Corps". However, working closely with General Arnold and engaging the capacity of the American automotive industry brought about an effort that produced almost , aircraft in

Chapter 6 : Nazi Germany's 'Stealth' Fighter: The Story of the Ho

The use of a model number over was an anachronism, and for years the public assumed the top secret stealth fighter to be designated F For this reason you can find 's era F model.

Your browser does not support frames. P crews trained in a variety of ways. Several existing night fighter squadrons operating in the Mediterranean and Pacific theatres were to transition directly into the P from Bristol Beaufighters and Douglas Ps, though most P crews were to be made up of new recruits operating in newly commissioned squadrons. After receiving flight, gunnery or radar training in bases around the U. The situation deteriorated in May when the squadrons learned that several USAAF generals believed the P was too slow to effectively engage in combat with German fighters and medium bombers. General Spaatz requested de Havilland Mosquito night fighters to equip two U. The request was denied due to insufficient supplies of Mosquitoes which were in demand for a number of roles. Several pilots in the nd NFS threatened to turn in their wings if they were not permitted to fly the Black Widow. I honestly believe the P was not as fast as the Mosquito, which the British needed because by that time it was the one airplane that could get into Berlin and back without getting shot down. I doubt very seriously that the others knew better. The P was not a superior night fighter. It was not a poor night fighter. It was a good night fighter. It did not have enough speed". Herman Ernst was directed to intercept a V-1 "Buzz Bomb. The tail cones failed on several early PA models before this problem was corrected. On 16 July, Lt. Ernst was again directed to attack a V-1 and, this time, was successful, giving the nd NFS and the European Theater its first P kill. Johnson, his P already damaged by anti aircraft land fire, shot down a Fw The th NFS scored its first kill shortly afterwards. The P tried to intercept it but the rocket-powered aircraft was gliding too fast. A week later, another P spotted a Messerschmitt Me , but was also unable to intercept the jet. On yet another occasion, a nd P spotted a Messerschmitt Me Hornisse flying at tree top level but, as they dove on it, the "Hornet" sped away and the P was unable to catch it. Contrary to popular stories, no P ever engaged in combat with a German jet or any of the late war advanced Luftwaffe aircraft. The most commonly encountered and destroyed Luftwaffe aircraft types were Junkers Ju s, Junkers Ju 52s, Bf s, Fw s, Dornier Do s and Heinkel He s, while P losses were limited to numerous landing accidents, bad weather, friendly and anti aircraft land fire. Apart from exploding V-1s and an attack on a Bf Night Fighter that turned against them, there were no reports of a P being damaged by a German aircraft; and apart from one accidentally shot down by an RAF Mosquito, none were confirmed to be destroyed in aerial combat, though one researcher suggests may have been shot down by an Fw of NSG 9. The absence of turrets and gunners in most European Theater Ps presented several unique challenges. The th NFS had a more novel solution: By December , Ps of the nd and th NFS were helping to repel the German offensive known as the Battle of the Bulge, with two flying cover over the town of Bastogne. Pilots of the nd and th NFS switched their tactics from night fighting to daylight ground attack, strafing German supply lines and railroads. By early , German aircraft were rarely seen and most P night kills were Ju 52s attempting to evacuate German officers under the cover of darkness. Ormsby was killed by friendly fire moments after attacking two Junkers Ju 87s on the night of 24 March His radar operator escaped with serious injuries, and was saved only by the quick actions of German surgeons. He later reported that they had successfully engaged and shot down both Ju 87s before being shot down themselves. This claim was corroborated by other th aircrew who were operating in the area at the time. To this day, many members of the th question why Lt. Ormsby was never credited with his final two kills, and "ace" status. The P arrived too late in the CBI Theater to have any significant impact, as most Japanese aircraft had already been transferred out of the CBI Theater by that time in order to participate in the defense of the Japanese Homeland. The first operational P mission occurred on 25 June, and the type scored its first kill on 30 June when a Japanese Mitsubishi G4M "Betty" bomber was shot down. In the summer of , Ps in the Pacific Theater saw sporadic action against Japanese aircraft. Most missions ended with no enemy aircraft sighted but when the enemy was detected they were often in groups, with the attack resulting in several kills for that pilot and radar operator, who would jointly receive credit for the kill. In the Pacific Theater in , P squadrons struggled to find targets. One squadron succeeded in destroying a large

number of Kawasaki Ki "Lily" Japanese Army Air Force twin-engined bombers, another shot down several Mitsubishi G4M "Bettys," while another pilot destroyed two Japanese Navy Nakajima J1N1 "Irving" twin-engined fighters in one engagement but most missions were uneventful. Several Pacific Theater squadrons finished the war with no confirmed kills. The 1st could only claim a crippled B Superfortress, shot down after the crew had bailed out having left the aircraft on autopilot. On 30 January, a lone P-51 performed a vital mission that was instrumental in the successful raid carried out by the 101st Airborne Division. As the Rangers crept up on the camp, a P-51 swooped low and performed aerobatic maneuvers for several minutes. The distraction of the guards allowed the Rangers to position themselves, undetected within striking range of the camp. The story of the rescue and the role of the P-51 is told in the book *Ghost Soldiers* by Hampton Sides and in *The Great Raid*, a movie based upon the book, though the absence of a flying P-51 forced the filmmakers to feature a Lockheed Hudson in the film in its place. It was in this theater that poet and novelist James Dickey flew 38 missions as a P-51 radar operator with the 48th Night Fighter Squadron, an experience that profoundly influenced his work, and for which he was awarded five Bronze Stars. The aircraft piloted by Lt. Clyde LeFond were never officially credited with this possible final kill of the war. Summary Though the P-51 proved itself very capable against the majority of German aircraft it encountered, it was clearly outclassed by the new aircraft arriving in the last months of World War II. It also lacked external fuel tanks until the last months of the war, an addition that would have extended its range and saved many doomed crews looking for a landing site in darkness and bad weather. External bomb loads would also have made the type more suitable for the ground attack role it soon took on in Europe. These problems were all addressed eventually, but too late to have the impact they might have had earlier in the war. The P-51 proved very capable against all Japanese aircraft it encountered, but saw too few of them to make a significant difference in the Pacific war effort. The 48th, 49th and 50th became non-operational and their personnel were returned to the United States. High-hour aircraft were scrapped and P-51s in excess of operational needs were mothballed at the Erding Air Depot, Germany. All of these units were inactivated by the end of 1945, personnel and most aircraft being assigned to the 52d Fighter Group. In the Pacific, the 48th, 49th and 50th NFS were inactivated by the end of 1945. The 6th, 7th and 8th were all inactivated, their personnel and aircraft being consolidated under the 48th Fighter Group in February 1946. They became the 48th, 49th and 50th Fighter Squadrons respectively. The 48th in the Philippines and the 49th on Guam were both inactivated. Many P-51s in the Pacific that were deemed "war weary" met their fate at reclamation facilities established on Luzon. P-51s returned to the United States which were considered still operational were organized and allocated to the three new Major Commands established by the 21 March USAAF reorganization. All of these CONUS-based commands were allocated squadrons which were non-operational that had to be manned and equipped. Under Third Air Force they were engaged in Weather Reconnaissance training immediately after the war, but the rapid demobilization of the AAF led to the 57th being inactivated by the end of the year, and 58th followed suit in May 1946. The 48th was almost immediately transferred to TAC. Both the 48th and 49th were equipped and manned at Shaw Field, South Carolina and by early 1946 were operationally ready. The 48th was deployed to Caribbean Air Command for defense of the Panama Canal, and the 49th was deployed to Alaskan Air Command for long-range air defense against Soviet aircraft stationed across the Bering Sea in Siberia. Both of these squadrons were soon transferred to the overseas commands by TAC, and were redesignated as Fighter Squadrons. A month later, the 52d Fighter Group with the 2d and 5th Fighter Squadrons were returned from Germany. All of these squadrons were equipped with P-51s drawn from storage depots in the southwest. Buzz Letters "FH" were assigned. Ejection seat experiments A Black Widow participated in early American ejection seat experiments performed shortly after the war. The Germans had pioneered the development of ejection seats early in the war, the first-ever emergency use of an ejection seat having been made on 14 January by Helmut Schenk, a Luftwaffe test pilot, when he escaped from a disabled Heinkel He 111. American interest in ejection seats during the war was largely a side-issue of the developmental work done on pusher aircraft such as the Vultee XP, the goal being to give the pilot at least some slim chance of clearing the tail assembly and the propeller of the aircraft in the case of an emergency escape, but little progress had been made since World War II era pusher aircraft development had never really gotten past the drawing board or the initial prototype stage. However, the development of high-speed

jet-powered aircraft made the development of practical ejection seats mandatory. However, it was decided that the single-seat P would not be suitable for these tests, and it was decided to switch to a three-seat Black Widow. A dummy was used in the initial ejection tests, but on 17 April, a volunteer, Sgt. With the concept having been proven feasible, newer jet-powered aircraft were brought into the program, and the XPB was reconverted to standard PB configuration. The project was a cooperative undertaking on the part of four U. Army Air Forces and Navy. Scientists from several universities also participated in the initiation, design, and conduct of the project. The Florida phase of the project continued into a second phase carried out in Ohio during the summer of Results derived from this pioneering field study formed the basis of the scientific understanding of thunderstorms, and much of what was learned has been changed little by subsequent observations and theories. Data was collected for the first time from systematic radar and aircraft penetration of thunderstorms, forming the basis of many published studies that are still frequently referenced by mesoscale and thunderstorm researchers. PANO serial number was subjected by the Navy to a series of test catapult launches to qualify the aircraft for shipboard launches, but the Black Widow was never flown from an aircraft carrier. These aircraft did not receive the naval designation F2T-1 but continued on as P While carrying a Gorgon under each wing, the PC would go into a slight dive during launch to reach the speed necessary for the ramjet to start. To meet the jet-powered night fighter requirement, Curtiss-Wright proposed an aircraft of a similar configuration, but adapted specifically for the interception role. The company designation of Model 29A was assigned to the project. Two prototypes were ordered under the designation XP in December Development delays in both the XF and XF projects meant that the F Black Widows still in service in were rapidly reaching the end of their operational lifetimes. They had been built for wartime duty, and at most, had been expected to be in service only for a year or two until being replaced by jets. No plans for long-term use had been made, and a parts shortage meant that those aircraft still in service were being supported by cannibalization of stored aircraft at Davis-Monthan and other storage depots. The evaluation team judged the XF as being the superior fighter and having the best development potential, and the FA order was cancelled in its entirety on 10 October.

Chapter 7 : Academy 1/48th PF Lightning & Glacier Girl

Playing through the story mode of Sahdoloo's second in command, F.A.N.G!

Chapter 8 : Sorry, this content is not available in your region.

The plane in the South Carolina crash was one of F fighter jets in the U.S. military, a Pentagon official said, and one of a total of F jets being flown around the world.

Chapter 9 : Robert S. Johnson, Col, Robert S. Johnson, 61st Ftr Sqdn, 56th Ftr Grp, 8th A.F., U.S.A.A.F.

Among the selection of diverse stories are the following examples: In broad daylight - Read More Ian McLachlan has spent many years researching a brand new collection of exciting United States Army Air Force fighter stories of the Second World War.