

## Aces High 1 11 Aircombat

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Aces High takes the art and science of vintage WW1 and WW2 air combat and sets it in a high intensity online multiplayer environment. Hundreds of players simultaneously battle it out against each other in massive aerial dogfights and bomber raids. High fidelity flight simulation is the heart of Aces High but it doesn't end there.

Aces High - Home

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ACES Aircombat News

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ACES 1:12 WWII Aircombat Side 1 from 6 Version 01.11.2010 1 - General regulations 2011 1.1 About ACES Air Combat Elementary Support (ACES) is an international contact-network for R/C-pilots interested in R/C 1/12 scale WWII Air Combat. The organisation is democratic and non-profit. Elections are made through voting, by concerned members. Note.

ACES 1:12 WWII Aircombat

Building report on RC-Network and RCME forum: <http://www.rc-network.de/forum/showthread.php/674593-Me-109-von-Timo-Version-2018> <https://www.modelflying.co.uk...>

This volume updates the information in the first volume and adds some new names. Information has been added on the pilots who gained success against the V-1 flying bombs during 1944-45. Detail is also provided on those units in which virtually all the fighter pilots served at some time or another - the fighter Operational Training Units - and of specialist units such as the Central Gunnery School, Fighter Leader's School and Fighter Experimental Units. There is also coverage of the only other conflicts in which British pilots have been able to claim victories since 1945 - Korea and the Falklands Conflict.

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"The fielding of automated flight controls and weapons systems in fighter aircraft from 1950 to 1980 challenged the significance ascribed to several of the pilots' historical skillsets, such as superb hand-eye coordination--required for aggressive stick-and-rudder maneuvering--and perfect eyesight and crack marksmanship--required for long-range visual detection and destruction of the enemy. Highly automated systems would, proponents argued, simplify the pilot's tasks while increasing his lethality in the air, thereby opening fighter aviation to broader segments of the population. However, these new systems often required new, unique skills, which the pilots struggled to identify and develop. Moreover, the challenges that accompanied these technologies were not restricted to individual fighter cockpits, but rather extended across the pilots' tactical formations, altering the social norms that had governed the fighter pilot profession since its establishment. In the end, the skills that made a fighter pilot great in 1980 bore little resemblance to those of even thirty years prior, despite the precepts embedded within the "myth of the fighter pilot." As such, this history illuminates the rich interaction between human and machine that often accompanies automation in the workplace. It is broadly applicable to other enterprises confronting increased automation, from remotely piloted aviation to Google cars. It should appeal to those interested in the history of technology and automation, as well as the general population of military aviation enthusiasts."--Provided by publisher.

This work is presented to the reader with several ideas in mind. First, it is the author's hope that, in some small way, it will help preserve the memory of a little known pilot who fought, not only for his own country, but also for France and England during the early, dark days of World War II. While Waclaw Lapkowski was an experienced pilot who became one of Poland's aces during the war, his early demise, like that of so many others, has relegated his achievements to the back pages of history, making them nearly forgotten. However, in referring to pilots such as Lapkowski, the great British ace Robert Stanford-Tuck cites the many men "who were credited with six, seven, or eight victories", pilots that "formed the bulk and guts of our fighter force." The second reason for producing this work is the unique use of official combat and operations reports from the Royal Air Force (RAF). Many of those who are interested in World War II aviation and fighter aces have read the biographies, and first-hand accounts of air combat contained within, of such men as Douglas Bader, Witold Urbanowicz, Adolph Galland, and Gregory "Pappy" Boyington, to name just a few. But what of those "aces" that did not survive to tell their story? How are they to be remembered? In the case of those who served with the RAF, the answer is, in part, through the use of official combat reports and related documents. While these official RAF and Polish Air Force (PAF) records do not sound particularly exciting, a glance at the surviving records quickly proves otherwise. Indeed, the title of this book consists of a borrowed phrase from one such report, and is a small example of the many dramatic events recorded within, often in the pilot's own words. While these reports have been an important source for many works on the RAF and PAF and its achievements during the war, never before, to the author's knowledge, have official combat reports been presented to the reading public in their original form. Though not originally intended for public view, they nonetheless make for exciting and informative reading and will be of interest not only to those with a passing interest in World War II aviation, but to the serious student as well. While the author was unable to obtain combat reports for all of Lapkowski's flights, those that were procured for September 1940 and June 1941 are of particular interest as they highlight all of the "kills" that he made while serving in the RAF. The final reason for choosing to write about Waclaw Lapkowski is due to the availability of wartime artifacts connected with his service in the RAF. About a year ago the author came in contact with a man who owned a portion of Lapkowski's Hurricane fighter, which was legally excavated in 1979. The author subsequently obtained a small piece of the wreckage for his personal collection, while the collector retained the remains of its Merlin engine, the prop boss, its Browning machine guns, and other items formerly on display at an aviation museum. Once this artifact was in the author's possession, he became interested in finding out about Lapkowski, his career, and his subsequent fate. While this work gives much information about 303 Squadron, it is not, however, a squadron history. While a book entitled Squadron 303 was published in London in 1942, written by Arkady Fiedler, it was not intended as an exacting history of the unit. Instead, it was a nice work of wartime public relations to help explain the Polish contribution in general terms during the Battle of Britain. Despite its shortcomings, Fiedler's book deserves its own place in the annals of aviation history. Copies by the thousands were smuggled into Nazi-held Poland and served not only to show that those who had left Poland were still fighting for their country, but served as an inspiration to those left behind to continue their resistance. No definitive squadron history has yet been translated into English. What the author found out, from the official combat reports, and various published sources, uniquely combined with available archaeological artifacts, was fascinating. What emerged from the records is a story worth telling. Waclaw Lapkowski, though not famous like such other Polish aces as Stanislaw Skalski, Jan Zumbach, or Urbanowicz, had an interesting and distinguished career. He was in the thick of battle at the outset of the war, when Germany invaded Poland on September 1, 1939, and saw subsequent service during the Battle of France and the Battle of Britain in 1940. He achieved air victories in two out of three of these campaigns, and is one of only a handful of men, less than 150 in number, who served in all three campaigns. To borrow a phrase from the British, Waclaw Lapkowski truly was one of "The Few", men whose skill and bravery helped stem the tide of German aggression and made Allied victory possible, at the cost of their own lives.

The acclaimed anthology with contributions from best-selling authors Walter J. Boyne, Eddie Rickenbacker, and Robert Mason

Horror comics were among the first comic books published;ghastly tales that soon developed an avid young readership, along with a bad reputation. Parent groups, psychologists, even the United States government joined in a crusade to wipe out the land they almost succeeded. Yet the genre survived and flourished, from the 1950s to today. This history covers the tribulations endured by horror comics creators and the broader impact on the comics industry. The genre's ultimate success helped launch the careers of many of the biggest names in comics. Their stories and the stories of other key players are included, along with a few surprises.

Beretter om jagerpiloter, der under 2. verdenskrig i RAF opnåede nedskydninger af fjendtlige fly, herunder danskeren Kaj Birksted, som blev Wing Commander (Oberstløjtnant) i de norske flyvestyrker under RAF

Born in Surrey in 1918, Dennis David had a very distinguished war record, both during the Battle for France and the Battle of Britain. This is his autobiography of his flying career until he retired in 1967.

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